The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 269.—Vol. X.] LONDON: SATURDAY, OCTOBER 17, 1840. [Price 6d.

TO CONTRACTORS, IRON MASTERS, AND MANUFACTURERS, &c., &c.—TO BE SOLD, BY PRIVATE SALE, inquire of Mr. Wm. Betts, Leicester, the following ENGINES, MACHINERY, and MATERIALS:—One eight-horse high-pressure steam engine, with horizontal cylinder, in very excellent condition, only done nine months work. One ten-horse engine, now at work, and will be sold, if required, either separate or together, a very excellent machine for making railway keys, and with circular saws attached, as well as an excellent lathe. Likewise a three-horse portable facilitating engine, in good working order, lately manufactured by Nathan Gouff, of Manchester, to be sold either with or without her pumps, which she is now driving. Also cranes of all descriptions, one equal to ten tons; likewise crabs and pile engines; also ten excellent 6-inch pumps. Also 700 tons of excellent iron rails, from 34 to 36 lbs. per yard—the chair rails will weigh about 34 lbs.—the T rails are in good condition, weighing 46 lbs. per yard, and in quantity 300 tons, and the remainder of the above quantity, chair rails, &c, as described above. Likewise 300 earth waggons, of the best make, and in good repair, equal to carry 2½ yards.

The whole of the above materials, &c., are in convenient situations for either water or railway conveyance to any part of the kingdom.

Leicester, October 1.

SLATE WORKS.—To a Company, or Individual, desirous of OPENING a SLATE QUARRY, the opportunity of a favourable speculation is now offered on a freehold estate, in the quiet and delightful neighbourhood of Ulverston and the Lakes, in the county of Lancaster. "A. B.," Newbybridge, Lancashire, will direct a person to show the premises, and will receive proposals.

TO CIVIL ENGINEERS.—A young gentleman who has completed his articles, and who can make himself useful either in the field or office, is desirous of an engagement as an assistant with a civil engineer, but being anxious to obtain (immediate) active employ, and more practical experience in his profession, a moderate salary will only be required the first year. Address (post-paid) to "A. B.," Mr. Odam's chemist, Bishop Stortford, Herts.

GEOLOGICAL MINERALOGY.—KING'S COLLEGE, LONDON.—Mr J. TENNANT, F.G.S., will COMMENCE a COURSE of LECTURES on MINERALOGY, with a view to facilitate the study of GEOLOGY, and the application of mineral substances in the ARTS, on Wednesday, the 14th of October, at 9 o'clock, A.M. The instruction will consist of a minute description of all the substances entering into the composition of rocks, and of those minerals which are also used in the arts; illustrated by characteristic specimens, and diagrams of their principal crystalline forms, stratification, &c. Further particulars may be obtained of the Secretary, at his office, King's College; or of Mr. Tennant, Mineralogist, &c. (successor to S. Mawe), 149, Strand.

TAFF-VALE RAILWAY.—Notice is hereby given, that this RAILWAY is NOW OPEN to Navigation House, within nine miles of Merthyr. The times of departure of the trains are as follows:—

	Morning.	Afternoon.
From Cardiff to Navigation-House	8	3
From Navigation-House to Cardiff	9	4

Conveyances will be at the Navigation-House for the conveyance of passengers to Merthyr upon the arrival of each Train.

By order of the board of directors,

Railway office, Cardiff, Oct. 9. JOSEPH BALL.

HALL'S HYDRAULIC BELT, OR WATER ELEVATOR.—Extract from the public press. 28th September, 1840:—"The British Association, Glasgow, Tuesday.—Section G: Mechanics. Sir John Robison in the chair.—Mr. Fairbairn explained Hall's Hydraulic Belt for Raising Water." Prospectuses may be obtained at the offices of Mr. Bebb, solicitor, 29, Great Marlborough-street, Regent-street, London.

NEW METALLIC ROPE.—NEWALL'S PATENT.—These ropes have been found, by experience, to possess very great advantages over every other kind of rope or chain for mines and railways. They are STRONGER, LIGHTER, CHEAPER, and MORE DURABLE. Arrangements are being made for adequately supplying the demand. Parties requiring such ropes are requested to make application to the patentees, R. S. Newall and Co.

Dundee, August 24.

TO THE MINING AND SHIPPING INTEREST.—Her Majesty's Royal Letters Patent, for Improvements, has been granted to ANDREW SMITH, engineer, Mill-wall, Poplar, and Princes-street, Leicester-square, for his improved methods of making Ropes of Wire instead of Hemp, applicable to various purposes. The patent consists of improved methods of preventing oxidation, and combining Wires in such a manner that they are more flexible than any hemp rope of the same strength, and the appearance of the rope much improved. In consequence of the great strength of the material, it has been found by experiments made in her Majesty's Dockyard at Woolwich, by order of the Lord Commissioners of the Admiralty, that a two-inch Patent Wire Rope bore half a ton more strain than a seven-inch hemp rope. For instance—a hemp rope, one hundred fathoms long, used in a deep pit, weighs upwards of a ton; a Patent Wire Rope, of equal strength, is only one third that weight—hence the difference of working or winding up the two ropes is found to be a saving of three-horse power by the use of the Patent Wire Rope, and 30 per cent. in price. The annexed scale of tests of Hemp and Wire Rope, along with the comparative sizes and weight, will at once be apparent—this rope has been in use upwards of three years.

TEST OF HEMP AND PATENT WIRE ROPE,

Showing the comparative size and weight per fathom for equal strength.

The following test has been made at the Chain Cable Proof House, at Withymoor, near Dudley, July 23, 1840, for which a certificate has been given by the proprietor of the machine. (Signed) SAMUEL LEWIS.

Description.	Size.	Bore without Breaking.	Broke at	Second Breaking.	Third Breaking.	Weight per Fathom.
	inch inch.	Tons.	Tons.	Tons.	Tons.	lbs. oz.
Flat..	4 by ¼	11	11½	6	3	7 6
,, ...	3½ by ¾	7	7½	4	1	4 15
,, ...	3 by 5-16	2	2½	2	....	2 5
Round	3-inch.	16½	17	8	3	7 0
,, ,, ...	24-inch.	12	13	5	2	5 13
,, ...	1¾ inch.	6½	7	4	1	2 13

It will be seen by the above, that, instead of breaking short, like chain or hempen rope, it took three separate strains to break it entirely.

Further information may be obtained on application to William Fox and Co., licensed sole manufacturers, or Mr. Andrew Smith, the patentee, at the offices, 76, Old Broad-street, City, where specimens of the various ropes may be seen; and also at the office of Fox, Hawkins, and Hickling, Birmingham.

MANUFACTORY—MILL-WALL, POPLAR.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

THE INVENTORS' ADVOCATE, AND JOURNAL OF INDUSTRY; a WEEKLY BRITISH and FOREIGN MISCELLANY of SCIENCE, INVENTIONS, MANUFACTURES, and ARTS, is the most useful and comprehensive work of the kind published. It contains the scientific intelligence of the week; correct information on railways and steam navigation; list of patents granted and expired; specifications and descriptions of new inventions; reports of scientific meetings, and original papers on manufactures and the arts; with a variety of information interesting to inventors and patentees. It is not only a journal of interest for the day, but forms a standard work of reference, valuable to persons engaged in scientific, manufacturing and mechanical pursuits. Vols. 1 and 2, neatly bound, are already published, and the 3d Vol. is now in course of publication.

Select remarks from more than 1 0 notices of the public press:—"The *Inventors' Advocate* is one of those useful, practical publications, which the spirit of the times has long called for. The frauds that have been practised by men who have pilfered and appropriated the ideas of others, would form a catalogue scarcely to be equalled for the infamy of its details. Many a poor but talented artist has seen the fruits of his labour enjoyed by another, while he himself has been reduced to poverty. It is to protect the poor inventor that the Advocate has been established, and there are no bounds to the good it may effect. It is by very talented hands, and we have no doubt of its success."—*Brighton Herald*.—"There is no originality of thought, and a felicity of execution about this periodical, that pleases on reality; and to men of science—inventors, perhaps, more particularly—it will prove invaluable."—*Bell's Messenger*.

The *Inventors' Advocate*, price Fivepence, postage free, is published weekly, by the proprietors, at the patent office, No. 166, Strand, London.

VICTORIA BUILDING COMPANY, GREAT YARMOUTH.

Capital £200,000, in 20,000 shares of £10 each.

UNDER THE PATRONAGE OF

THE RIGHT HON. THE LORD WODEHOUSE, Lord Lieutenant of the County.

The Right Hon. the Earl of Lichfield	Sir William Foster, Bart.
The Right Hon. the Earl of Gosford	Admiral Sir George Parker, K.C.B.
The Right Hon. Lord Viscount Lake	Captain Sir Eaton Stannard Travers, R.N., K.H.
The Right Hon. Lord Viscount Nevill	Sir Francis Palgrave, K.H.
The Right Hon. Lord C. Townshend	Sir James Eyre, M.D.
The Right Hon. the Lord Stafford	Edmond Wodehouse, Esq., M.P.
The Right Hon. the Lord Sondes	H. N. Burroughes, Esq., M.P.
The Right Hon. the Lord Boston	William Bagge, Esq., M.P.
The Hon. Charles Thomas Clifford	Charles Edmund Rumbold, Esq., M.P.
Sir William J. B. Folkes, Bart.	William Wilshere, Esq., M.P.
Sir Richard Paul Jodrell, Bart.	The Mayor of Yarmouth
Sir William Middleton, Bart.	The Recorder of Yarmouth
Sir Augustus B. Henniker, Bart.	The Mayor of Norwich
Sir Edmund H. Knowles Lacon, Bart.	W. H. Windham, Esq.
Lieut.-Gen. Sir E. Kerrison, Bart., M.P., K.C.B., G.C.H.	Shafto Adair, Esq.

TRUSTEES.

Sir Edmund H. K. Lacon, Bart.	D. Turner, Esq., F.R.S., F.S.A., &c.
John Penrice, Esq.	Samuel Palmer, Esq.

DIRECTORS.

William Steward, Esq., Chairman	Robert Palmer Kemp, Esq.
William Baynes, Esq.	John Edward Lacon, Esq.
Benjamin Dowson, Esq.	George Danby Palmer, Esq.
Richard Ferrier, Esq.	Thomas Fowler Steward, Esq.
William Johnson, Esq.	Charles Symonds, Esq.

ARCHITECT—T. Marsh Nelson, Esq.

BANKERS.

Messrs. Gurneys, Turner, and Brightwen.
Sir E. K. Lacon, Bart., Lacons, Youell, and Co.
The East of England Bank.

SOLICITORS.

Messrs. Reynolds and Palmer. | Messrs. Worship and Son.

PROSPECTUS.

It has long been a subject of very general remark, that there is not upon the Eastern Coast of England a Bathing Place, where adequate accommodation is provided for the reception of visitors.

This is particularly to be regretted, because the Eastern Coast possesses such peculiar facilities for sea-bathing, and here the breeze from the German Ocean has such pure and invigorating properties as to render it, particularly of late years, very generally recommended by the faculty to invalids,

The want of some place on the Eastern Coast, possessing accommodations similar to those afforded to visitors at Brighton, St. Leonard's, Weymouth, and other places, has at last become a generally felt and loudly proclaimed, as to lead to the formation of the "VICTORIA BUILDING COMPANY," and the town of Great Yarmouth has been fixed upon as the site which possesses the greatest facilities for the object contemplated.

To those who are unacquainted with Great Yarmouth, it may be necessary to detail the great natural and other advantages, which have caused it to be thus selected. Great Yarmouth is situated at the eastern extremity of the county of Norfolk, and is only separated from the county of Suffolk (into which, indeed, the Parliamentary borough extends) by the River Yare. It is distant 124 miles north-east of London, and only eighteen miles east by south of the ancient, populous, and wealthy city of Norwich. It possesses an immediate and direct carriage communication with London, Colchester, Ipswich, Lynn, Bury St. Edmund's, Cambridge, Grantham, Leicester, Coventry, Birmingham, and other towns; fine steam-vessels are constantly plying to and from London, Hull, and other places, as well as up the River Yare; and the Leith, Dundee, Aberdeen, and Inverness steamers, are constantly passing through Yarmouth Roads, where, in fine weather, they land and take up passengers.

The old town is closely built in the form of an irregular parallelogram, and contains within the walls (by which, with the river, it was originally bounded on all sides), an area of about 153 acres, and a population (including the suburbs) of upwards of 25,000 souls.

It has long been celebrated for its noble quay, which extends upwards of a mile in length; the south part being planted with trees, and forming an agreeable promenade. The principal church, which is dedicated to St. Nicholas, is one of the largest parochial edifices in the kingdom, and exhibits some good specimens of the different modifications of Gothic architecture. An additional church has recently been erected, and dedicated to St. Peter. There are also handsome episcopal chapels, one dedicated to St. George and the other (in Southtown) to St. Mary; a catholic chapel, and many other places of religious worship.

The market is exceedingly spacious, containing an area of nearly four acres; it is abundantly supplied with provisions, and especially with poultry, for which the county of Norfolk is so justly celebrated. The fish market is plentifully supplied with mackerel, herrings, turbot, soles, whitings, red mullet, lobsters, and shrimps, all of which are found here in the greatest perfection.

The town possesses a public library, theatre, assembly-rooms, public baths, and gardens (where horticultural meetings are held), and other places of general resort.

To the south of the town are the South Denes, an open and level piece of ground, covered with verdure, forming a beautiful peninsula, bounded by the sea on one side and the River Yare on the other, extending about two miles, and terminating at the harbour's mouth, where there are piers on either side jetting into the sea. The greatest ornament to these Denes is a beautiful fluted column, 144 feet high, designed by Wilkins, erected to the memory of Lord Nelson. Here is also a noble edifice, enclosing a square surrounded by a piazza, erected in 1809 for a naval hospital, but now converted into barracks. To this hospital several hundred sick and wounded men were brought after the battle of Waterloo. On these Denes the races are held annually.

The environs of Great Yarmouth do not possess the romantic scenery to be found in the south and west of England; but the country is richly cultivated, and there are many pleasant drives to the adjacent villages of Ormesby, Somerleyton, Blundeston, and Fritton. Within a few miles, on the Suffolk side, are the very extensive remains of a Roman station (the Garianonum of the ancients, so called from its situation at the mouth of the River Garienis, or Yare), which was occupied by the Stable ian horse; and within a like distance, on the Norfolk side, are the ruins of Caister Castle, formerly a most sumptuous castellated mansion, erected by Sir John Fastolf soon after the battle of Agincourt.

The counties of Norfolk and Suffolk have long been celebrated for the quantity and excellence of the game with which they are stocked; several packs of hounds are kept in the two counties, and a subscription pack of harriers in the immediate neighbourhood of Great Yarmouth. Snipe shooting may be had in the greatest perfection. "The Broads" (so peculiar to East Norfolk) abound with fish. The Rivers, Yare, Bure, and Waveney, with a large expanse of inland water, called Breydon, afford every facility for boating.

—What, however, will always render Great Yarmouth most attractive as a watering-place, is the firm and shelving beach, usually free from shingle, which permits of bathing with ease and safety at all times of the tide; and here the ocean possesses a freshness and buoyancy not met with on the western and southern shores of the kingdom. A jetty, twenty-one feet in width, and extending 480 feet in length over the sea, affords a delightful promenade. But above all other points of attraction is its unrivalled sea-view; more vessels passing through Yarmouth Roads than are known to traverse any other spot on the globe; upwards of 2000 vessels have occasionally been seen together at anchor in these roads, when detained by contrary winds; and during the fishing seasons the ocean is studded with several hundred fishing-boats—presenting a scene infinitely diversified and unceasingly interesting.

The annual regatta is usually well attended; large open boats, remarkable alike for their safety, beauty, and swiftness, are constantly at the jetty, well manned, for the purpose of hire; and excursions are frequently made to Lowestoft, Southwold, Cromer, and other adjacent places. Here, also, during the autumnal months, that singular phenomenon, the luminous appearance of the ocean, may be frequently observed.

Owing to the general salubrity of the air, Great Yarmouth has been very seldom infected with epidemic diseases, and is remarkable for the longevity of its inhabitants—many instances being on record of persons who, within the last few years, have attained the age of 100 and upwards.

Great Yarmouth, therefore, viewed as a bathing place, unquestionably possesses very considerable attractions to those who are in search of pleasure or health, and it may with reason be asked—Why has it been so long without possessing those accommodations which are now demanded? The answer is, that the whole of the ground surrounding the old town was held by the corporation in freehold—such parts as have been built upon (especially the ground lying immediately between the town and the sea) were let on leases of twenty one years, without any covenant for renewal, but with a covenant restricting the height of the buildings to twenty feet. Recently, however, the option of purchasing the freehold of the premises under lease has been given to the public, and, in consequence, houses of a larger description have been built; but no general plan having, in the first instance, been followed, it is now impossible that this part of the town can ever be very greatly improved.

OBJECTS OF THE COMPANY.

The "Victoria Building Company" having, partly by purchase, and partly by a liberal arrangement with the Town Council (sanctioned by the Lords of her Majesty's Treasury), obtained ground on the South Denes, possessing a frontage of upwards of a quarter of a mile towards the sea, and of an adequate depth, intend to form a spacious Esplanade, close to high-water mark; and to lay out the rest of the ground in streets and squares, so as to give to each house, as far as may be practicable, a view of the sea; and to call the whole "Victoria," in honour of her Majesty the Queen.

The principal houses will be built on a large scale, fitted with baths and other conveniences, and furnished for the reception of families of the highest rank.

Many of the houses will face the south, and will be more peculiarly adapted for the reception of invalids, and for winter residences.

An hotel and a limited number of houses will immediately be erected by the company; but it is not intended to allow any shops or sale rooms to be opened.

The profits of the company will be derived from the letting of the buildings erected by the company, the sale of houses, ground-rents, and other incidental sources.

REGULATIONS AND CONDITIONS.

The capital of the company to be £200,000, divided into 20,000 shares of £10 each.

The directors to have power to commence business before the whole of the capital stock shall have been subscribed, or the deposits paid on the shares allotted, but to proceed with the buildings so far only as the subscribed capital will allow.

A first payment of £2 per share to be made as soon as the shares applied for shall be allotted, and the remainder, or so much as shall be required for the operations of the company, by instalments of £2 per share; and an interval of three months to take place between each call, and notice of each call will be given by public advertisement; but each shareholder to have the option of paying up at once the full amount of his shares.

The shares will be transferable as personal property.

The liabilities of the shareholders will be limited.

The management of the affairs of the company (subject to the conditions of the Deed of Settlement) to be intrusted to a board of directors, resident at or within ten miles of Great Yarmouth, consisting of not less than seven nor more than ten in number, whereof five shall constitute a quorum.

Vacancies in the direction, occasioned by death, resignation, or otherwise, to be supplied by the shareholders at their annual meeting.

The directors to appoint trustees, in whose names the property and funds will be vested.

The qualification of a director to be the subscription of twenty shares

A general meeting of the shareholders will be held annually, at which a report will be made, and a statement of the accounts of the company submitted.

Each proprietor of five registered shares to be entitled to one vote; ten shares to two votes; fifty shares and upwards to five votes.

Every shareholder, to the extent of twenty shares, desirous of occupying any part of the buildings as lodgings, and intimating such desire in writing to the directors, shall, without delay, be acquainted with the nature of the buildings then unoccupied, and be preferred to every other applicant in the choice thereof; or he shall have the choice of those then occupied, on their becoming vacant, provided that, in either case, he shall make his selection within such time as the directors shall fix upon.

The Deed of Settlement for the regulation of the affairs of the company and the security of the shareholders, is in course of preparation, which, when settled by counsel, is to be executed by the shareholders.

Applications for unappropriated shares may be made to Messrs. Reynolds and Palmer, and to Messrs. Worship and Son, of Great Yarmouth, the solicitors to the company; Messrs. Clarke and Medcalf, solicitors, 29, Lincoln's-inn fields, London; Messrs. White and Borrett, solicitors, 35, Lincoln's-inn fields, London; or to T. Marsh Nelson, Esq., Charles street, St. James's square, London, the architect to the company, of all of whom prospectuses may be obtained.

October, 1840.

FORM OF APPLICATION FOR SHARES.

Gentlemen,—I hereby request you to allot to me shares (or such smaller number as you may think proper) in the "Great Yarmouth Victoria Building Company," upon the terms stated in your prospectus.

I am, gentlemen, your obedient servant,

To the directors of the "Victoria Building Company," Great Yarmouth.

Subscription fee 2s. 6d. per share.

To Sir RICHARD R. VYVYAN, Bart., High Sheriff of the County of Cornwall.

WE, the undersigned, freeholders and inhabitants of the County of Cornwall, request you will be pleased to convene a County Meeting, for the double purpose of considering the propriety of memorialising her Majesty's Government on the subject of the proposed removal of the Packet Station from Falmouth to Dartmouth, as recommended by the committee appointed to examine the various harbours in the English Channel, with a view of selecting one for the embarkation and disembarkation of the Foreign Mails—and of receiving the Report of the committee appointed to inquire into the practicability of CONSTRUCTING a RAILWAY through the County of Cornwall.

Edward Hull	Falmouth	John Painter
Frederick Rogers	Boscawen Rose	Arundel H. Arundel
W. S. Arthur	For Lady Basset and self,	R. S. Sutton
James Bull	Wm. Reymnis	John Steele
Alfred Fox	H. Latimer	Wm. Corfield
R. W. Fox	A. Broad	Joseph Thomas Trefry
C. Fox	John Ellis	Wm. Kirkness
Thomas P. Dixon	William Rickerby	James Mayn
E. S. Tregoning	W. J. Clarke	Richard Sowell
S. Blight	Walter Leslie	E. J. Bullmore
W. H. Bond, R.N.	Charles Coulson	J. G. Falck
James Curnish	Wm. Downing	T. G. Trenery
Charles Courtney	Edward C. Carne	Sampson Stephens
Samuel Downing	Wm. Pearce	Wm. Bullmore
William Carne	Wm. Broad	Wm. Carveosa
Francis Treleaven	James Genn	Wm. Edwards
William Lobb	Edward Gilbert	Wm. Moyle
Francis Pender	J. B. Read	Thomas S. Skinner
Joseph Earle	John White	John Harris
A. F. Conninghame	T. Renfree	John Arthur
Thomas Andrew	Jacob Oliver	Josephus Ferris
J. Pollard	George Trewecke	W. H. Bullmore
J. Oliver, jun.	Wm. Molesworth, Clerk	J. Butler
John Phillips	Wm. Rogers	W. Rashleigh
Thomas Oliver, jun.	Richard Taylor	J. D. Gilbert
John S. Jago	T. Philipotts	Humphry Willyams
Geo. P. Nash	Thomas Lean	Thomas Oliver
Joshua Fox	John D. Vivian	J. S. Enys
W. J. Coope	Robert R. Broad	Thomas Pascoe
John Symonds	Wm. Molesworth	N. C. Vivian
J. M. Horsford	C. Lemon	J. Carne
T. M. White	E. W. W. Pendarves	John M. Paynter
W. C. Boulderson	J. Hearle Tremayne	John Hocking
F. Hocking	J. Enys Vivian	Edward Carlyon
P. Bradfield	E. Turner	

In compliance with the above requisition, I appoint WEDNESDAY, the 21st inst., for holding a COUNTY MEETING, in the SHIRE-HALL, at BODMIN, at Twelve o'clock at noon.

R. R. VYVYAN, Sheriff.

Trelowarren, October 1.

YORKSHIRE and LANCASHIRE CENTRAL AMERICAN LAND AND EMIGRATION COMPANY.

DIRECTORS.

EDWARD PARKINS, Esq., Chairman.

Thomas Reynolds, Esq. | Alexander Oswald, Esq.

Thomas Reynolds, jun., Esq.

With power to add to their number.

Secretary—Thomas M'William, Esq.

Superintendent of the Colony—W. Upton, Esq.

Bankers—Messrs. Wright & Co., 5 and 6, Henrietta-street, Covent-garden.

Solicitor—R. D. Gasgrave, Esq., 19, Buckingham-street, Strand.

London Office, 22, Great St. Helen's, Bishopsgate-street.

The company are prepared to deliver land orders for sections, of 100 acres each, at 5s. per acre. Their lands, which are situate between the rivers Tinto and Plantain, in Victoria Province, Central America, are held by a grant from the native king, who enjoys British protection, and the government of his country is regulated by British commissioners, under the presidency of her Majesty's superintendent of Honduras. The climate of this country is one of the finest in the world, and the soil is abundantly fertile, producing all that usually grows in North America and the West Indies.

Further information can be obtained by application to either of the agents, or the secretary.

SAFETY ROTATION RAILWAY.—Mr. RANGELEY, having obtained PATENTS for his new invention, is now prepared to grant LICENSES to companies to use the same. Mr. R. begs to state, that the principle of his railway combines economy with perfect safety in travelling, by stationary engines, at thirty or more miles per hour. Models and drawings may be seen at the patentee's office, No. 17, Southampton buildings, Chancery-lane, London.

MR. HOLMES'S VALUABLE PATENTS.

HOLMES'S PATENTS, for IMPROVEMENTS in the CONSTRUCTION of IRON SHIPS, BOATS, and other VESSELS; also to secure the preventing the same from foundering: also in the application of the same improvements, or parts thereof, to other vessels.—Also, Holmes's patent for improvements in naval architecture, and apparatus connected therewith.

"All persons who examine this patent, must admit Mr. Holmes to have fully established the principles insisted on in his report to the East India committee, in 1836, of the practicability of building iron ships without limits to size, and on the indispensable necessity of the adoption, not only of much larger ships than had been contemplated, but that if was equally indispensable, in point of profit, that they should be built of iron, and by the adoption of his improvements a great reduction in the first cost and in the wear and tear would be effected. Many parts of these improvements are, however, equally applicable to wood ships, as regards safety to the passengers; and wherever they are adopted, we cannot conceive by any case or circumstance in which a ship can be proved in danger. In the fullest sense of the word, they become life-boats, without waste of room, or extra cost."—*From the Inventors Advocate, July 4.*

Applications for licenses to be made to Mr. Helps, 71, Cornhill, London, or to Mr. Holmes, Civil Engineer and Naval Architect, 5, Cannon-row, Westminster, where plans and specifications are prepared, with every practical detail for the builders' contracts for every class of iron vessels.

SPECIFICATIONS OF RECENT PATENTS.

[From the "Inventors' Advocate."]

Sir Josiah John Guest, of Dowlais Iron works, Glamorgan, and Thomas Evans, same place, agent, improvements in the manufacture of iron and other metals, Sept. 30.—Claim first.—The use or application of steam forced in contact with the melted iron, in puddling and refinery furnaces, for the manufacturing the same.

Claim second.—The use of steam in the process of melting and manufacturing alloys of copper and iron.

Claim third.—The use and application of steam to the fluid cinders to produce paste, and the use and application of the said paste.

Jets of steam are introduced into the ordinary puddling furnace, close to the iron while in a state of fermentation; the steam is to be generated in the chimney of the furnace, and is brought very near to the surface of the melted iron, by sliding telescope tubes made of wrought-iron; the pressure should be about 15 lbs. to the inch. During the above process, steam may be introduced upon the fluid cinders, until they become of the consistency of thick paste; then let the paste be applied with a rake to any cavities in the bridge, in order to keep the sides, back, or bottom of the furnace from being burnt; this will also be found to keep the iron quite clean and free from dirt.

In the refining furnace, after the pig-iron is melted, jets of damp steam should be introduced by the same aperture as the blast, through four pipes of half an inch diameter, with a pressure of 20lb. to the inch.

It is better for the steam here to be generated in the chimney of the furnace, but it may be used from a boiler, and is employed in precisely the same manner in melting and manufacturing alloys of copper and iron, and tin and iron.

William Neale Clay, of Flimby, Cumberland, improvements in the manufacture of iron, Sept. 30.—Claim first.—Mode of manufacturing wrought or malleable iron from iron ore, by combining with it 28 per cent., or more, of carbonaceous matters.

Take rich iron ore, or iron stones, or any other material containing 45 per cent., or upwards, of iron, and have the lumps well broken by millstones, or any other suitable means, till it is reduced to a state capable of passing through a riddle, or screen, with thirty-six meshes to the square inch; to 100 parts of this add from 30 to 40 parts of coal, slack, coke, charcoal, peat, anthracite, or any other carbonaceous matter, broken to the same size; let them then be well mixed, and put into an ordinary puddling furnace, in a suitable state for receiving pig or scrap iron; let the combination be well stirred every five minutes, until it assumes the appearance of becoming metallic, by the hottest parts combining together; the length of time required for this must depend upon the heat of the furnace; when the metallic parts are combined, let it be balled, or conveyed to the hammer, or squeezers, to be operated upon in the usual manner.

Claim second.—The manufacture of malleable or wrought-iron from ore, by combining with it 28 per cent. of carbonaceous matters, with pig or scrap-iron. The inventor wishes it to be understood that these improvements are confined to the combination of carbonaceous matters with the ore, in proportions of not less than 28 per cent.

I Thomas Smedley, of Holywell, Flint, North Wales, gentleman, improvements in the manufacture of pipes, tubes, and cylinders. Sept. 30.—These improvements consist of manufacturing tubes, pipes, and cylinders, without the employment of any apparatus for drawing the same.

Claim first.—Mode of combining three, four, or more bowls, or rollers, for the purpose of making, pressing, and elongating tubes, pipes, and cylinders, without seam or joint, and without the use of a drawing bench.

On each end of a driving shaft is fixed a bevil wheel; this shaft is moved by any adequate power, and gives a rotary motion to two perpendicular shafts, by means of the bevil wheels working into mitre wheels, fixed on the ends of those shafts; these again give motion to two other shafts (which are fixed in a rectangular position to them), by means of spur wheels and mitre wheels working together; on each of these four revolving shafts is fixed a bowl or roller, and they are placed so that by the rectangular position of the shafts the segments formed on their surfaces may meet and form a circle, so that on motion being given to the driving shaft, the four rollers will revolve, and all the gearing being of the same proportions, the movements will be equal. The tube or cylinder is then passed on a mandril of a peculiar construction, into the circle formed by the four rollers, and by the revolution of these alone, instead of the drawing bench as usually employed, the tube or pipe will continue to pass to the required length, thereby improving the quality of the metal, or alloy, of which the tube is composed, rather than deteriorating it, as is the case when the drawing bench is used, in consequence of the great strain which must be applied. With reference to obviating the joint, or seam, the tubes should be cast in short lengths, and of a suitable size and thickness, and then passed through several series of the revolving bowls or rollers, each series gradually decreasing in size, until the tubes are of the required length and thickness.

Claim second.—New mode of constructing the mandril, on which tubes, pipes, and cylinders are made.

This is simply by constructing the mandril of three longitudinal pieces, so that by removing the centre, the remaining pieces may be easily withdrawn.

The inventor wishes it to be understood, that he does not confine himself in this invention to four bowls or rollers, as in some cases, *i. e.*, for the construction of large cylinders, &c., more may be required and employed.

James Stead Crosland, Holbeck, Leeds, York, engineer, improvements in locomotive, and other steam-engines, Oct. 1.—Claim first.—For the construction and arrangement of an endless chain, as a substitute for the crank motion in rotary and other engines.

A long steam cylinder is provided with suitable slide valves, and slide valve boxes to the piston; three parallel rods are fitted with their outer ends keyed to the cross-head of the engine; there is al strong endless chain working on two toothed pinions, to one link of which there is a projecting boss, this is fitted to the cross-head, which is guided parallel by guide rods, so that on its forward motion the boss is dragged forward, and at the end of the stroke it slides down a parallelogram and passes the centre, and on the steam being admitted to the other side of the piston, the cross-head is drawn backward, and with it the boss, thereby producing a revolution of the two shafts. It may be necessary to remark, that the number of piston-rods is not confined to three, as in some instances more may be required.

Claim second.—For the construction and arrangement of slide valves and expansion gear, as hereafter described.

The steam is admitted at one end of the cylinder by the cross-head moving a boss, which slides on a guide-rod, and at the other end by the cross head moving two levers which have double forks at their other end clasping the guide-rods of the cross-head.

For the expansion gear, the steam is shut off by levers, to each of which is adapted a roller, to enable the lever to slide easily over an elliptical bar; to the cross-head are adapted square rocking spindles, on which are keyed tongue levers, so that on the tongue levers being at one end of the rocking spindles, the full expansion is applied, and on their being at the other end of the rocking spindles no expansion is applied.

Thomas Stirling, of Limehouse, in the county of Middlesex, improvements in the manufacture of fuel, Sept. 20.—Claim.—The mode of manufacturing fuel from small coal, tar, and clay, and afterwards submitting them, when in moulds, to a considerable degree of artificial heat.

This is a new species of fuel, which is composed of the following materials:—100 lbs. of vegetable tar, 300 lbs. mineral or coal tar, 2240 lbs. of small coal, which should pass through a sieve, having six holes or meshes to the square inch, and clay mixed with water to the consistency of tar, of which solution 105 lbs. is required. It is mixed in the following manner:—the tar is boiled in a vessel, and the solution of clay poured into it; the boiling matter is then run into another pan placed over a furnace, and the small coal is intimately mixed with it. The fuel thus far made, is put into moulds of the size required; rectangular-shaped moulds, similar to brick moulds, are preferred; several of these may be joined together. The moulds are then placed in an oven or kiln, heated from 250 to 300 degrees Fahrenheit; they are allowed to remain there from an hour to an hour and a half, when they are taken out and allowed to cool, and the fuel is then removed from the moulds, and is fit for use.

George Richards Elkington and Henry Elkington, of Birmingham, improvements in coating, covering, and plating metals, Sept. 23.—Claim first.—The mode of coating copper and its alloys with silver, by the process of fixing silver upon the surface of the metal, whereby the coating of silver is alloyed or united with the surface of the coated metal.

Let the metal first be silvered in the usual manner, then submitted to a hot solution of nitrate of silver, concentrated according to the required substance of the coating; it should be then heated to nearly a red heat to expel all the acid; a quantity of calcined borax is then fixed in an iron pot, and a temperature raised until it is of a sufficient heat to melt silver; into this, the metal that has been coated is immersed, and moved quickly round. The process will be complete when the borax runs off the article on its being taken out of the pot. The coated article may be boiled in diluted sulphuric acid (in proportion of one part acid to twelve parts water), to remove any borax that may remain, and, then after being annealed, boiled in diluted sulphuric or muriatic acid to improve its surface.

Claim second.—The methods of coating metals with silver; first by the use of oxide of silver, dissolved in prussiate of potash, soda, or any other analogous salt, or in pure ammonia. Secondly, by the use of the above, in connection with a galvanic current. Thirdly, by the use of a solution of silver in an acid, so as to constitute a neutral salt in connection with a galvanic current.

Let the metal first be silvered, and then for a thin coating let it be immersed in the following solution while hot:—To three pounds of prussiate of potash dissolved in water, add five ounces of silver in oxide, and then boil them together; if a thicker coating be required, the mixture should be allowed to cool, and after the article is immersed, it should be exposed to the action of a galvanic current, either by contact with a bar of zinc, or other electro-positive metal, or by two cylinders closed at the bottom, the outer one of glazed, the inner one of unglazed earthenware; let the space between them be filled with a solution of chloride of sodium; into this, a cylinder of zinc is placed with a copper wire soldered to it, so as to bend over and dip into the inner vessel, which contains a solution of silver, and in which the articles to be coated are placed, one part being kept in contact with the copper wire. Another method is to substitute for the above solution a solution of silver reduced by an acid to "neutral salts," and then acted upon as before, by the galvanic current.

Claim third.—The methods of coating or plating metals with gold, first by the use of metallic or oxide of gold, dissolved in prussiate of potash, or any other soluble prussiate, or any analagous salt; secondly, by combining the use of the above with the application of a galvanic current.

To two pounds of prussiate of potash, dissolved in one gallon of water, add two ounces of oxide of gold, or metallic gold, in fine division; boil them for half an hour; and for a thin coating let the metal be simply immersed; for a thicker coating, let it afterwards be exposed to the action of a galvanic current, in the same manner as in coating with silver.

Claim fourth.—The mode of coating iron with other metals, by first cleaning it in a peculiar manner, as a preparatory process.

Let the iron be first freed from all grease, and kept in an electro-negative state during the action of the cleaning acid—this is composed of one part sulphuric acid, and sixteen parts water, into which the iron is immersed, until a black scale of oxide is detached from the surface, which will then be bright; the iron is then to be immersed in the following solution, which should be boiling, and in a brass vessel:—one pound of sulphate of copper, three pounds of water, and two ounces of diluted sulphuric acid; on being taken out, it will be thinly, but firmly coated with copper, and may then be acted upon in any way previously described in these improvements.

AMERICAN PATENTS.

[From the "Journal of the Franklin Institute."]

For an improvement in steam-boiler furnaces; Lucien Maillard, city of New York.

This improvement, it is said, "will give an economy of more than one-third of the consumption of fuel, by the combustion of dead steam"—a gift, certainly, of no small importance. By dead steam, is meant that which has performed its office in the cylinder, and this is conducted through suitable tubes into hollow grate bars, under the furnaces of high-pressure boilers, whether of locomotive or other steam-engines. From the hollow bars the steam is to enter the fire through numerous holes in them, made for that purpose.

Claim.—"I do not claim as my invention the introduction of waste steam into, or amidst, the red hot incandescent coals in the furnace for the purpose of increasing combustion by its decomposition, this having been previously done, but not in the manner in which I effect it. I therefore claim as my invention, and desire to secure by letters patent, the introduction of waste steam on, or amidst, the red-hot incandescent coals, by means of the arrangement of conical tubes, and hollow perforated bars, on which the coals rest, in the manner described."

There are several grave questions connected with the invention that is the subject of this patent, which we have not time to discuss, but which we will not entirely dismiss. To the theory that the water is decomposed, and aids the combustion in consequence of this decomposition, we have not yet, and do not now, give our assent; but this is a matter of no importance practically, provided the combustion be actually rendered more efficient by its agency, which we do not dispute. Steam, and water, have been carried into hollow perforated bars, with the same view as that above declared, but, so far as we are informed, the plan has been universally abandoned. The bars must, necessarily, when in contact with the fire, be frequently out of order. In locomotive engines the waste steam is wanted to increase the draught in the chimney, and if diverted from this object, and applied elsewhere, a balance of accounts will have to be struck, and this, we apprehend, would be against the sending the waste steam into hollow bars, so far as locomotives are concerned.

For an improvement in applying heated air to furnaces, economising fuel and consuming smoke; Frederick P. Dimpfel, city of New York.

By the improvements in the supplying of heated air to furnaces which form the subject matter of this patent, we are informed that "a great saving is effected in the quantity of fuel employed; the smoke and combustible gases which ordinarily escape combustion are wholly or in great part consumed, and the sparks given off by the fuel are arrested."

A good general idea of the construction of the apparatus may be obtained from the claim, which is as follows, "What I claim as my invention, and desire to secure by letters patent, in the above described apparatus, is the employment of a box, or receptacle, constructed in the manner set forth, and which is to contain a stratum of pebble stones, or of any other material which will leave interstices through which air may be forced to pass, but which will have the effect of producing pressure within the furnace, which is supplied with air from a suitable blowing apparatus, and in which furnace the air is to be forced into a closed ash pit, the whole being combined and arranged substantially in the manner set forth.

"I also claim the mode described, of forcing in with the atmospheric air a portion of that which has previously passed through the fire, by which means it is made to enter, in consequence of the pressure to which it is subjected. I claim, likewise, the manner of shutting off the draught from the blowing apparatus, by the opening of the door for feeding the fire, as set forth."

For an improvement in the blacksmiths' tuyere iron; John Shugert, Elizabeth, Allegheny county, Pennsylvania.

The patentee says, that "the improvement which I am about to describe is on the tew-iron, for which I obtained letters patent of the United States, dated March 31, 1836, in which the blast from the tew-iron entered the fire at an inclination, say of 45 deg. This elevation of the blast was found to produce beneficial results, but some inconvenience was experienced from the tendency of the coal to rise, or fly up, when the blast was given with considerable force, through a round nozzle—an inconvenience which is effectually removed by my present improvement, which is productive also of other advantages." This improved plan consists in making the opening in the forge back oblong, instead of round—say from two to four inches in length, and from three-eighths of an inch to an inch in height—the tube leading to this opening is to assume the proper form as it approaches it, and it may be divided horizontally, by one or more partitions, which will prevent the falling in of coal through the openings. The claim is to the oblong form given to the openings, in combination with the elevated blast.

Electrical Telegraph.—Professor Wheatstone, the inventor of the electrical telegraph which is now at work on the Great Western Railway, is at present in Brussels, where he has been trying the new improvements he has introduced in his apparatus. Mr. Wheatstone has succeeded in so simplifying his apparatus, that he has reduced the number of wires employed to two. They are covered with caoutchouc, and inclosed in tubes; the principal thing to be attended to, is to protect them from wet. The great objection which had been previously made to these telegraphs was the difficulty of repairing the wires in case any should be broken or damaged, as it was supposed it would not be possible to tell where the fracture was. This difficulty has now been obviated by means of a small carriage moved along the line of the telegraph. The place where the defect lies is indicated by a magnetic needle, which changes its position the instant it arrives at the part where the connection is broken. Professor Wheatstone conceives that it is possible to communicate with his apparatus between Dover and Calais. He has been repeating his experiments at the Brussels Observatory in the presence of many scientific men. We shall mention the results of these experiments in our next Number.

Colouring Marble.—The art of colouring marbles, so as to give them the richest and most beautiful tints, has been recently carried to great perfection in Italy, by M. Ciceri. A solution of nitrate of silver penetrates into the marble, and produces a deep colour. A solution of nitrate of gold penetrates about the 12th part of an inch; it gives a beautiful violet-purple. A solution of verdigris gives a clear green; solutions of dragon's blood likewise penetrate marble, giving it a beautiful red. It is penetrated to a considerable thickness by all alcoholic tinctures of colouring woods, such as Brazil wood, Campeachy, &c. The alcoholic tincture of cochineal, mixed with a little alum, produces a very beautiful bright colour, which penetrates far into the marble, and makes it resemble the red marble of Africa. Orpiment dissolved in ammonia quickly dyes marble a yellow colour, which becomes more vivid the longer it is exposed to the air. The solvent which causes the colouring matters to penetrate farthest into the marble, is wax. Verdigris, which has been boiled in wax, and applied to marble quite hot, penetrates to the extent of nearly half an inch, and produces a fine emerald.

Munich Railroad.—The railroad from Munich to Augsburg was opened for an experimental trip on the 1st instant, the directors and other persons connected with the undertaking having made the passage in an hour and three quarters. The usual passage will be accomplished in forty-eight minutes.

PROCEEDINGS OF PUBLIC COMPANIES.

REDMOOR CONSOLIDATED MINING COMPANY.

The general and special general meeting of the shareholders of this company was held at the offices, 44, Finsbury-square, on Monday, the 12th inst. John Murray, Esq., in the chair.

The advertisement convening the meeting having been read, the following report was submitted:—

REPORT.

The managers of the company have found themselves under the necessity of calling a general and special meeting of the shareholders, in order to present the report of Captain Rowe, Captain Harpur, and Mr. Peter, as to the present state and future prospects of these mines, and to consider, in consequence, the expediency of increasing the capital of the company. The following is the report drawn up by the before-named gentlemen:—

Report of Captains' Rowe and Harpur, and Mr. Peter.

Preparatory to your annual meeting of the shareholders of these mines, which will be held in London on the 12th instant, I beg leave to hand you a report on behalf of myself, Captain Harpur, and Mr. Peter, of what has been done since the last general meeting, and what the present prospects are. First, respecting the south mine, which was suspended in March last, we sunk Johnson's engine-shaft 6 fms. 4 ft. 6 in., which completed said shaft to the eighty fathom level. We then extended that level north and south on the lead lode about twenty fathoms, and found its average size about one foot; it might have been taken away for about 6s. 8d. out of the 1*l.* In opening upon the lead lode, at this level, we passed through Johnson's tin and copper lode, which we found to be split into several mundic branches, mixed with copper ore and tin; but the water being too powerful for the engine, and causing thereby so many breakages, to a great extent of flat-rods, as to preclude the possibility of making anything like a trial of the eighty fathom, either on the silver-lead, or Johnson's tin and copper lode, we were compelled to suspend operations there. We also completed Johnson's whim-shaft to the seventy fathom level, and drove that level north, on the lead lode, twenty five fathoms three feet, and south about eight fathoms. This ground, on an average, might have been taken away at about 10s. out of the 1*l.*—in fact, several fathoms were spent from the back at a less tribute. At the sixty fathom level we drove about twenty fathoms north, and the ground was worked at a tribute of about 11s. out of the 1*l.* A great number of fathoms of ground was spent in sinking winzes, and exploring on the lead lode, beyond what is here noticed. During the last three months which that part of the mine was worked, our returns paid about from one-half to two thirds, as a proportion of the cost, and it is our decided opinion, had the machinery (that is the engine) been on Johnson's flat-rod engine-shaft, instead of working by virtue of flat-rods to keep the water, the mine would have done much better—not at all unlikely to have paid cost, and stood a great chance of becoming a profitable concern. This suspension, to us, is a matter of great regret, considering, as we do, that the south mine was by no means fairly tried, and which was caused entirely by the inadequacy of our machinery. At your last meeting we recommended some work to be done on the lead lode, still further south, towards Haye Valley; we found the lode in that spot, at that time, by costeening, of a very prepossessing character, but in still going further south in the valley, we found some difficulty in ascertaining its run or direction. We, however, determined on bringing in what is termed a bobby, and then to commence driving an adit west, at a depth of about nine fathoms, and after driving twenty nine fathoms, we have, within the present month, found the lead lode, the size of which is about four inches wide, of a spar and gossan nature. The ground is a slate killas; by extending about twenty fathoms north, on the lead lode, we shall intersect a large east and west lode. We suspect it to be one of the Wheal Brothers lodes; we strongly recommend the intersection of that lode, by driving as we are at present—north on the silver lead lode.

North Mine.—We drove at the twenty fathom level, on the silver-lead lode, only about seven or eight fathoms on its course, which we found produced rich stones of ore, but nothing regular. At this level, also, we drove about twenty-four fathoms on the great south copper lode, in which we found some rich bunches of copper ore, and some at the back of this level has, and is still, being taken away at 1*l.* 5s. out of the 1*l.* The appearances here are of the most encouraging nature, and it appears, if this lode, and the others found in the cross-cut, are worked to the same depth as the parallel lodes of Holmbush, where the ore was first discovered—viz., at the fifty and sixty fathoms below the adit—there appears equal chances of profitable results. Our former apprehension being removed, that the lodes were destroyed by the elvan course, which was intersected at the twenty fathom level, and the appearances then warranted (when inspected) such a suspicion, but in sinking to a thirty fathom level, we found, by its rapid declination northward, that it has entirely left the strata in which the lodes pass, and the consequence has been, that two other objects (as copper lodes) have presented themselves unexpectedly at the thirty fathom level cross cut, and thereby materially altering our views in favour of the north part of this mine. We have sunk a winze also in the bottom of this level, on the great south lode, as deep as we can get, for water—say eight fathoms. This has enabled us to set a pitch in the bottom of that level—price, we calculate, as tribute, will be about 10s. out of the 1*l.*; another pitch, which is now ready, will be set to-morrow by the same rule. At the thirty fathom level we have driven a cross-cut thirty-five fathoms, in which we cut two other lodes, besides the primary object—viz., the great south lode—we have opened on the latter about fourteen fathoms; the prospect here holds out encouragement to proceed to deeper levels. In driving east on that lode we have crossed a split of the silver-lead lode; it is about six inches wide, and will produce rich work for lead. We have not yet begun to open on its course, as we are anxious to proceed eastward to cut the main part of the lead lode; likewise to get under the ore ground gone down east of this place at the twenty fathom level, and we hope in the month of October to accomplish that work. We also consider the ore ground at the twenty fathom level dips, or inclines to the east—at all events, the thirty is not extended sufficiently east to get under the productive ground over by full a month's driving. We have now completed the engine-shaft, and cut whim-plat at the forty fathom level. Between the thirty and forty fathom levels we passed through a large copper lode, five feet wide, inclining south about four feet in a fathom; it produced large and excellent stones of copper ore, mixed in abundance of mundic, and issuing therefrom very much water, of a highly mineralised description, and with its being imbedded in a fine congenial strata for copper, we consider these very favourable omens. We shall intersect this lode, in driving the forty cross-cut, in about five fathoms, and a continuation of the same cross-cut twenty-four fathoms—*i. e.*, say twenty-nine fathoms altogether from engine-shaft—will cut the great south lode, which will require about four months to effect. We strongly advise, in the meantime, to continue the sinking of the engine-shaft with all speed to a fifty and sixty fathom level. We must observe, in looking at the appearances of this part of the mine, having so many objects, and being so closely connected, as parallel lodes with those in Holmbush Mine, that we do not doubt, if properly prosecuted, but what the result will be very beneficial to the shareholders.

Hurl-down.—Here we have commenced sinking a shaft on the long adit, driven north by my predecessors; we have sunk fifteen fathoms, and in doing which we have, no doubt, passed through the very identical Holmbush copper lode; its size is about one foot, and quite of a strong gossan nature. The adit here is about thirty-five fathoms from surface, and, according to the dip or underlay of the lode, we have sufficient ground in the old sett to follow it to a depth of from eighty to ninety fathoms below the adit. We shall have to drive the adit still further north to cut this lode, after the shaft is communicated to the adit, about thirty fathoms; the sinking of the shaft, and driving this level, will require about eight months. This we believe to be a valuable acquisition to Redmoor Mine.

The directors recommended the adoption of the following resolution:—

That the capital of this company be increased by the sum of 1*l.* per share, in addition to the sum of 5*l.* per share, the original amount of each share in this company; and that the said further sum of 1*l.* per share be paid by such instalments as the managers of the company may deem expedient, in manner as is provided by the rules and regulations of the company, in respect of the original 5*l.* shares, and that the shares of the company be subject to forfeiture in default of payment of any instalment or such increased capital, in such manner as is provided in relation to the non-payment of any instalment of the original 5*l.* per share upon the original shares.

Mr. P. N. Johnson expressed, at some length, his undiminished confidence in the mine, and having recently visited the mine, bore testimony to the correctness of the report presented by Captain Rowe, and approved of the mode of working, which he considered was doing all that could be done to advance the interests of the proprietors.

Mr. Snows said he was, at one time, not disposed to approve of the mode of working—that now being pursued had his full approbation; he had lately heard from a friend in the neighbourhood, conversant with mining, giving him a very satisfactory account of the operations and the prospects of the mine, which he considered fully warranted the expenditure. He felt that the least objectionable way to raise the additional capital of 5000*l.* was that proposed by the directors, which should have his support. He eulogised the reports submitted by the directors, and expressed his entire approval of that of Captain Rowe.

Mr. Field expressed his doubts whether the directors had the power to forfeit such shares as did not respond to the calls on the new capital, which was answered by Mr. Plumptre, the solicitor to the company.

Mr. Ottley, Mr. Hills, Mr. Welch, and others, expressed their opinions in favour of the mode suggested to increase the capital, if the conditions could be legally enforced.

The following resolution, having been duly proposed and seconded, was then agreed to:—

That the opinion of counsel be obtained, if the proposed plan of increasing the capital, by the addition of 1*l.* per share, can be legally adopted; and also that the mines of the company be surveyed by Capt. Paul, of Tincroft Mine, or some other mining captain, and that he report thereon at the next meeting, to be held for confirming the minutes of this meeting.

The thanks of the meeting were voted to the chairman and directors, for their attention to the interests of the shareholders, and the meeting adjourned.

TREGOLLAN MINING COMPANY.

At a special general meeting of the shareholders, held at the office of the company, St. Mildred's-court, on Wednesday, the 14th inst.

G. H. Huppel, Esq., in the chair,

The notice convening the meeting having been read, the minutes of the previous general meeting were read and confirmed.

The Chairman then read the directors' report, which stated that the Great Lode had been cut at the forty fathom level, and that it was of a very promising appearance—that in the twenty fathom level it was producing bunches of grey ore, with malleable copper, and with perseverance they had no doubt that bye-and-by the mine would turn out a productive and profitable adventure. That they (the directors) had signed a declaration of forfeiture of the shares in arrear of payment to

the number of about 1000; that since the last meeting the liabilities had been reduced about 200*l.*, being now about 880*l.*; and that the assets, including a small parcel of ore, Hague's machinery, &c., amounted to about 600*l.*, so that it became necessary for the shareholders to place funds at the disposal of the directors for the further prosecution of the mine—on which it was unanimously resolved that the directors be empowered to call on the shareholders for the sum of 1*l.* per share (which will make the full sum of 5*l.* per share), at such times, and by such instalments, as they may see fit, the meeting recommending that the directors do call for the said 1*l.* per share by instalments of 5*s.* each.

Mr. BARKER said that he had been requested by his friends to move that a letter received by the secretary, from a Mr. Stevens, of Bodmin, be read to the meeting; to which the CHAIRMAN said he had placed it by his side, in case it might be required.

The letter was read, and stated that the company's interests at the mine were neglected by the agents; and which was supported by Mr. BARKER, who contended that things were not carried on in that proper way at the mine in which they were when his friend Captain Harpur had the management; he said he would give one thing, for instance, to show that Captain Clymo was not the man for them, for (said he) did he not the other day cause the mine to be half filled with water, when he cut the lode at the forty fathom level, and was that a proof of his ability as a miner?

Mr. NINNIS said the meeting could clearly see that the worthy shareholder was quite uninformed in respect of mining matters, and he would also show that he was as misinformed as to the character and ability of the company's agent, Captain Clymo, to whom the directors had intrusted the management of their affairs at the mine; and this Mr. Ninnis did in a manner quite convincing and satisfactory, as so expressed by the meeting, and without going into personal matters connected with the characters of those who had brought the accusations against the company's present agents, much of which was in the knowledge of many of the shareholders present, and alluded to by one or two of them.

On a question from a shareholder, as to the forfeited shares, the CHAIRMAN stated that the directors were advised that the same could not be restored without the consent of every shareholder.

General expressions of confidence in the directors were shown, and thanks having been unanimously voted to them, the meeting adjourned.

LONDON CEMETERY COMPANY.

A numerous special general meeting of the proprietors of the above company was held at the company's offices, Moorgate-street, on Tuesday, the 13th instant, for the purpose of declaring a dividend, and confirming a resolution of the directors, declaratory of the forfeiture of certain shares.

The Rev. Dr. RUSSELL in the chair.

The CHAIRMAN, after briefly stating the purposes for which the meeting had been convened, called upon the secretary to read the report of the directors:—

REPORT.

The report stated that the directors had convened this special general meeting, in compliance with a resolution passed at the last annual meeting. They had not, indeed, convened it exactly at the time intended, for the expected consecration at Nunhead falling just upon the limit of the specified period, they could not appoint an earlier day with any certainty. But the delay had put it in their power to congratulate the proprietors on the completion of improvements in the drainage and level of the roads, by which easy access was now given to every part of the Highgate grounds, and on the addition of utility and beauty that had resulted from the taking in a considerable portion of unconsecrated land, all now properly levelled, and on part of which convenient catacombs had been erected. This delay had also put it in the power of the directors to congratulate the proprietors on a second cemetery begun, consecrated, and in which an interment had already taken place, within the short period of little more than six months. The spot at Nunhead would commend itself to every one who viewed it, but the directors trusted that, with returning spring, their labours also would be found to have been well bestowed upon it, and that the proprietors would speedily obtain abundant remuneration for their outlay, through the approbation of the public. The declaration of a dividend had been rather pressed at the last annual meeting, but the directors were not then in a condition to propose any sum, and perhaps there might be some advantage derived were a declaration deferred till January next, but 3178*l.* 12*s.* 9*d.* having been received for burials at the Highgate Cemetery, the directors had judged it not inexpedient to meet the wishes of the proprietors, and they proposed that a dividend be now declared of 6*s.* on every share issued to September 29, 1840—a dividend which the directors felt confident would be fully maintained, and, as the present unproductive capital came into operation, increase. The directors would, with great reluctance, have called upon the proprietors to confirm the declaration of any forfeiture of shares; and if gave them pleasure to communicate to them that the shares of which forfeiture had been declared had been reclaimed by full payment, with interest. No declaration of forfeiture, therefore, remained to be submitted to the meeting for confirmation.

Major BOILEAU said he had great pleasure in moving that the proposition contained in the report—viz., the declaration of a dividend, be approved of.—Mr. J. K. PYNE seconded the resolution, which, after a few words from Mr. R. YOUNG, highly complimentary of the valuable services rendered to the company by the reverend chairman, was carried unanimously.—It was then decided that the dividend should be payable at the offices in Moorgate-street, between the hours of ten and four, after Thursday, the 5th of November next.

The Rev. H. J. KNAPP, in moving a vote of thanks to the directors, touched upon the utility of cemeteries, and said he was happy to find that the public mind had begun properly to appreciate it.—The vote was given with acclamation, and the thanks of the proprietors having been awarded to the reverend gentleman in the chair, the meeting adjourned.

DONCASTER AND NORTH MIDLAND RAILWAY.

A meeting was held yesterday week, at Swinton (agreeably to previous arrangement), to promote the formation of a junction railway from Doncaster to the North Midland line.

The MAYOR of DONCASTER in the chair.

Mr. VICKERS briefly explained the correspondence between the corporation of Doncaster and the directors of the North Midland Railway, which had led to this meeting; and the Mayor stated the prevailing feeling of the town over which he presided, in favour of a railway communication between that town and the North Midland Railway.—On the motion of Mr. Alderman Clark (of Doncaster), a resolution was then unanimously passed, to the effect—"That a communication by railway, between Doncaster and the North Midland Railway, at the nearest and most convenient point, would be attended with local and general benefit." It was further resolved that, as a matter of precaution, it was desirable to deposit an additional plan of a branch falling into the North Midland Railway at the Swinton station; and the engineers received orders accordingly. This alteration, it was stated, would not prevent an application to Parliament in the next session.—The meeting was very numerously attended by influential gentlemen connected with that part of the country.

NORTHAMPTONSHIRE BANKING COMPANY.

The fourth annual meeting of the proprietors in this company was held on Thursday, the 8th instant, at the Angel Hotel, Northampton. The report of the directors stated that, after paying two half-yearly dividends, together amounting to 6 per cent. for the past year, and making an ample provision for bad and doubtful debts, a sum of 925*l.* 13*s.* 3*d.* had been added to the surplus fund, thus augmenting that fund to 2593*l.* 12*s.* 5*d.* The report having been unanimously adopted, William Watkins, Esq., and Mr. John Phipps, were re-elected members of the board, and the thanks of the meeting were voted to the directors and manager, for their attention to the affairs of the bank.

NEWPORT DOCK COMPANY.

A special general meeting of the proprietors of this undertaking was held at the Dock-house, Newport, on Wednesday, the 7th instant.

SAMUEL HOMFRAY, Esq., in the chair.

The CHAIRMAN announced that the whole amount of the capital authorised to be raised by shares, had been subscribed; power was, thereupon, to be taken at the meeting to raise a sum of 15,000*l.*, which, with the former loan of 25,000*l.* from the Palladium Assurance Company, will complete the lock, and a sufficient part of the originally intended basin, to answer the purposes of the trade for some years at least. It is expected that the dock thus completed, will be opened for the reception of vessels in the month of January or February next. The works will be completed at a cost of about 120,000*l.* Of this, one-third will have been borrowed, and the remaining two-thirds subscribed by the shareholders.

HARTLEPOOL DOCKS AND RAILWAY.—The inner dock at Hartlepool is in a state of great forwardness, and is expected to be opened by the latter part of next month; the Hartlepool and Stockton Railway is also drawing rapidly to completion, and will be ready for opening about the same time as the dock.—*Northern Times.*

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

Oct. 12.—I beg leave to inform you, that Hitchens's shaft is sunk to a depth of thirty-five fathoms one foot, and ground somewhat harder. In the 100 fathom level, west of the engine shaft, the lode still holds good, both in size and quality, being one foot four inches wide, and worth about 26*l.* per fathom for ore. In the winze, sinking below this level, the lode is still about one foot wide, and worth one ton and a half, or 12*l.* per fathom. In the ninety fathom level, west of James's winze, the lode is improved, being now eighteen inches wide, and worth one ton and a half of ore, or about 12*l.* per fathom. In the ninety fathom level, west of Dennis's winze, the lode still continues a rich course of ore, being two feet wide, and worth from four to five tons of ore, or 36*l.* per fathom. The eighty fathom level, west of the engine-shaft, is still driving in favourable ground, and in a direction, we expect, that will shortly meet with the lode. In this level, east of the engine-shaft, the lode is sixteen inches wide, and at present unproductive. In the winze, sinking below this level, the lode is sixteen inches wide, and worth three tons of ore, or about 30*l.* per fathom. The stopes in the back of this level are still very productive, the lode being two feet wide, and worth six tons of ore, or about 50*l.* per fathom. The lode in the seventy fathom level stopes is much as last reported, eighteen inches wide, and worth three and a half tons of ore, or 30*l.* per fathom. In the sixty fathom level, driving south on the lead course, the lode is six inches wide, and producing good work for silver-lead ores. In the western stopes, in the back of this level, the lode is fourteen inches wide, and worth two tons of ore, or 14*l.* per fathom. The lode in the eastern stopes, in the back of this level, is two feet wide, and worth about 14*l.* per fathom. Bray's shaft is not yet commenced sinking, the men being employed for the last fortnight fixing whim, clearing shaft, &c., but expect they will be in course to sink in a day or two. The tribute pitches, upon the whole, are still looking well. F. PHILLIPS.

TRETOIL MINING COMPANY.

Oct. 12.—I beg to send you my report of Tretoil Mine, which is as follows:—The lode in the engine-shaft is much as last reported, fifteen inches wide, containing some good ore; we have not progressed much here since last week, in consequence of preparations for sinking, which are now complete, and we expect the shaft will now go down speedily. The lode in the thirty, west of engine-shaft, is fifteen inches wide, opening tribute ground. The lode in the winze, sinking from the twenty fathom level to this level, is eighteen inches wide, opening very good tribute ground. The lode in the thirty fathom level, east of engine-shaft, is six inches wide, and unproductive. The lode in the rise, in the back of this level, is fifteen inches wide, opening good tribute ground. The lode in the twenty fathom level, west of Johns's shaft, continues split up, and unproductive. The lode in the twenty fathom level, east of Bray's shaft, is fifteen inches wide, opening good tribute ground. Johns's shaft, sinking under the twenty fathom level, is progressing in good ground. The lode in the ten fathom level, east of Bray's shaft, is fifteen inches wide, opening tribute ground. In the adit, east of Bray's, we have not cut any lode in cross-cutting. The cross-cut, west of Johns's, is progressing speedily towards the Mine Park lode, in good ground. We have been searching for the back of this lode, at seven fathoms deep, to ascertain its direction; we have intersected it, and find it eighteen inches in width, composed of gossan, spar, and spots of ore—it is kindly to make ore in depth; the adit driving towards it will intersect it nearly thirty fathoms in depth. The mine, generally speaking, is much the same as last week, looking well. We have sampled this day, by computation, 20*t* tons of ore.

HENRY WILLIAMS.

UNITED HILLS MINING COMPANY.

Oct. 13.—Adit End East—Driving south in search of more lode. Adit End West—In driving west, at this level, the lode is two feet wide, six inches of which is producing good ore. Thirty Fathom Level—The lode in this end is about two feet wide, producing some good stones of ore. Thirty-six Fathom Level—In the eastern end of this level the lode is small and poor. West of ditto—Lode four feet six inches wide, producing some ores, but not rich. Forty Fathom Level—In driving east of eastern shaft the lode is two feet wide, very good for ore. In driving west of James's shaft the lode is small, and poor at present. Stopes, west of Nettle's Winze—In these stopes two and a half feet of the lode is good for ore. Stopes, east and west of Webber's Winze—These stopes are not producing so much good ore as they did a little time past; the lode still continues large, but coarse in quality. Eastern Shaft—In sinking the eastern shaft the lode is three feet wide, with a very promising appearance. Fifty Fathom Level—In driving east of Williams's shaft, we have not broken down the lode since last reported. West of ditto the lode is from three to four feet wide, eighteen inches on the north part ore of a fair quality. East of Diagonal Shaft—Lode three feet wide, coarse in quality. Williams's Shaft—No lode broken since setting-day in this shaft. C. PENROSE.

TRELEIGH CONSOLS MINING COMPANY.

Oct. 10.—Our levels continue unaltered, with but little exception. The forty east appears to be getting into settled ground, as we get clear from the slide. The lode in the shaft has not been broken since our last, the men having been employed finishing the alteration in the lifts, to have every place in regular course of working by Monday. Our tribute department continues to look promising—in fact, we have more ore in sight than we had at our last setting. W. SINCOCK.

WHEAL LEEDS MINING COMPANY.

Oct. 10.—In the eighty fathom level east the lode is three feet wide, very kindly. In the eighty fathom level west the lode is one foot wide, producing two-thirds of a ton per fathom. In the seventy fathom level west the lode is nine inches wide, composed of ore and spar, kindly. In the sixty fathom level east the lode is one foot wide, producing one ton of ore and spar, kindly. In the cross-cut south, at the eighty fathom level, the ground is a little improved. C. H. RICHARDS.

WEST WHEAL JEWEL MINING ASSOCIATION.

Oct. 12.—In Buckingham's engine-shaft, sinking below the fifty-seven fathom level, the ground is still favourable. Nothing done in the south adit shaft, sinking below the forty-two, in consequence of the men being employed in enlarging the bob-pit. The forty-two east, on Wheal Jewel lode, is worth 8*l.* per fathom. The thirty west, on this lode, is one foot wide, and the stopes in the back looking well, worth 15*l.* per fathom. The twenty west, on the south lode, is worth 15*l.* per fathom, ground still favourable for driving. The rise in the twelve fathom level, on Wheal Jewel lode, is worth 6*l.* per fathom. The deep adit west, on south lode, is worth 7*l.* per fathom.

STEPHEN LEAN.

TINCROFT MINING COMPANY.

Oct. 11.—From my yesterday's inspection of this mine I beg to hand you the following report:—The lode in the engine-shaft is about five feet wide, good work for tin, worth from 45*l.* to 50*l.* per fathom, and still likely to continue. The lode in the 142 east is very large, and tinny throughout, producing about tin enough to pay for driving it; at present I cannot say much other of the west end, same level. We have still a large good lode in the 120 east, worth from 30*l.* to 40*l.* per fathom for tin. The lode in the 100 end is from four to five feet wide, good work for tin and copper ore, worth from 20*l.* to 30*l.* per fathom; this end appears to be gradually improving as we advance. The ninety end is looking well for tin and copper ore, worth from 25*l.* to 30*l.* per fathom. The eighty one continues to yield excellent work for tin; this end will produce a ton and a half of black tin per fathom, or worth about 70*l.* per fathom, leaving back and bottom equally good. The seventy-two end is yielding tin stuff, and promising, but not rich. Our pitches, more especially for tin, are looking better than I have seen them for some time past. Nothing new has taken place in the new ground; the lode which we met with in the new shaft is going down very regular, and has a very promising appearance, with some copper ore in it, with mundic and fluor spar. W. PAUL.

POLBREEN MINING COMPANY.

Oct. 7.—With respect to the tribute department, we have no alteration since my last, the men being all engaged in dressing the lode in their several pitches, and will continue to do so for several days to come; they are, however, working hard and diligent. The downright lode, going west of Vice's flat-rod engine-shaft, is about one foot wide, and producing good work for tin; this level is making good tribute ground. At the twenty-two fathom level, driving east of Rowe's shaft, Dorcas's lode is eighteen inches wide, but in driving the last fathom, we find it has proved poor; it will at present only produce a little tin. In the back of this level, we find the lode, in stoping, to be about fifteen inches wide, rich for tin. In Dorcas's shaft the lode is two feet wide, but at present poor. At Murray's, the appearances there are improving since I last wrote you, the tributers having a pretty fair prospect for copper ore. R. ROWE.

TAMAR SILVER-LEAD MINING COMPANY.

Sept. 30.—Your annual meeting of the shareholders of this mine, I presume, is to be held on the 12th of next month (October), and as I readily comply with the instruction I have received from Mr. Stalcsby to attend that meeting, it appears to me that a lengthened report for that purpose would not be desirable or needful, as it would only be a repetition of what I have written monthly. Any questions which the meeting may think proper to put, I hope to be able to answer satisfactorily; a few remarks, however, may not be unnecessary. In the first place, I beg to call your attention to the near approach of the expiration of a part of the holding we have in the lease or grant of these mines, that from the expensiveness of the operations required in consequence of its present depth, and very extended length of the levels, it behoves us to lay before the grantors, that nothing will support this concern but the strictest eye to economy in every department, and every encouragement from them, by paying very small dues, as an inducement to carry on future and effectual operations. During the past twelve months, I find we have driven in the different levels on the course of the lode, and sunk winzes, to the extent of 309 fathoms; we have also provided to our stock of machinery by the purchase and erection of an 18-inch cylinder steam stamping engine, which cost the company to complete 565*l.* 1*s.* 8*d.* The stamping engine is now in full operation, from which we are enabled to return out of the halvans about 100*l.* per month; the expense of labour out of that sum is from 20*l.* to 22*l.* per month, and the cost of working, such as engine men, coals, grease, stamp heads, &c., we calculate about 24*l.* per month—leaving a clear profit of about 54*l.* I observe also that we have sold in the twelve months ending August last, about 9000*l.* worth of ore, and our last month's sale is the largest we have made. Our cost will not amount to so much for September as that of August, by something considerable. We have been providing and charging a stock of coals for the winter, which has of late augmented the monthly cost. In conclusion, I am of opinion that the Tamar Mine, with a continuation of care and economy, will be found a profitable undertaking to the proprietors for years. R. ROWE.

SIR CHARLES LEMON'S MINING SCHOOL.

A most important meeting was held in the Town-hall, Truro, on Thursday last, 15th instant, for the purpose of taking into consideration Sir C. Lemon's proposition for the establishment of a Mining School.

W. H. BULLMORE, Esq. (the mayor), in the chair.

The feeling of the meeting was most unanimous in favour of promoting the munificent object of the hon. baronet. The business was commenced by Dr. BARHAM, who read a long letter from Sir C. Lemon, explanatory of his views, as to the class of boys to be educated, the subjects to be taught, the constitution of the governing body, and the terms of the bill to be introduced into Parliament. The letter further treated of several objections which had been raised to the proposed plan; as, that the school would be too expensive for those who would most require it—that other classes besides miners would share in the benefits derived from funds furnished by the mines exclusively—that the landholders would not have to contribute—and that the provision for religious instruction would not meet the views of all parties. The letter was very favourably received.

Mr. R. TAYLOR (after the resolutions had been moved) made an excellent practical speech, in which he showed most convincingly to how great an extent the county would be benefitted by such an establishment as that proposed.

The meeting was addressed by Messrs. J. E. Vivian, M.P., Edmund Turner, M.P., Tweedy, S. Moyle, Stokes, G. Simmons, jun., Dr. Carlyon, Dr. Barham, &c.—The following resolutions were passed:—

That this meeting considers the establishment of a mining college for the county most desirable, and highly appreciates the proposal conveyed in the letter of Sir Charles Lemon for establishing such a college in this town.

That a committee be appointed in order to ascertain in what way assistance can best be rendered in carrying out the design, and that such committee consist of the following gentlemen:—The Mayor for the time being, Messrs. Vivian, M.P., Turner, M.P., Tweedy, Moyle, Taylor, Stokes, and Barham, with power to add to their number.

That the grateful thanks of this meeting be conveyed by the chairman to Sir Charles Lemon, for the munificent offer contained in his letter, and for his constant exertions in behalf of the mining interest, which this meeting believes will be most effectually supported by the establishment of a mining college.

WEST RIDING GEOLOGICAL AND POLYTECHNIC SOCIETY.

The annual meeting of the Geological and Polytechnic Society of the West Riding of Yorkshire was held in the Music Saloon, at Wakefield, on Monday the 5th instant.

The Right Hon. Earl FITZWILLIAM (president) in the chair.

Professor Sedgwick was present during the whole of the day's proceedings, and there was a good attendance of members, not merely belonging to Yorkshire, but from some of the adjoining counties. In the morning, after some routine business had been disposed of, the Rev. W. Thorp, of Wakefield, read a paper on the Agriculture of the West Riding considered Geologically. This paper being the first of a series on the same subject, was confined principally to the red sandstone district. It created considerable interest from the connection it pointed out as frequently existing between geology and the pursuits of the agriculturist. After it was concluded an animated discussion arose in regard to some of the general practical bearings of the subject. Professor Sedgwick was called upon for his opinion. He stated that having paid more attention to the leading principles and grand features of geology, he was not able to give an opinion upon a subject involving so many minute details, and to which he had not paid any attention. His knowledge of geology as a science, enabled him to say that the agriculturist might frequently if not uniformly be benefitted by an acquaintance with the nature of the substrata on which his land was situated, though this was not always a safe criterion, since the drifted material which forms the sub-soil has sometimes been brought from a very great distance, and is consequently totally different in its nature from that of the strata upon which such drifted material is situated. Notwithstanding this, he was of opinion that geology was of the utmost importance to the agriculturist, because truth, however remote a bearing it might appear to have upon any particular subject, was sure to turn out to the advantage of all who sought for it. Every truth, he contended, was valuable. We might not see or feel its value at first, but truth never failed to redound to the advantage of those who sought it. On this account he rejoiced to see the science of geology connected with that of agriculture.

About four o'clock the members of the society sat down to an excellent dinner, prepared at the Stafford Arms. Earl Fitzwilliam presided, and Mr. Hartop was vice-president. After the removal of the cloth, and when the usual toasts had been disposed of, "Professor Sedgwick and the London Geological Society" was given, and responded to by that eminent scholar and distinguished geologist in an eloquent speech. At half-past seven the company returned to the Music Saloon. The report of the committee appointed to examine the geology of the North Midland Railway not being ready, Mr. Thorp proceeded to read his paper, entitled "Illustrations of the Geology of Yorkshire." In this paper, Mr. Thorp endeavoured to show that the gravel and diluvial accumulations were derived from the millstone grit and other inferior beds of the coal formation, and that the great disturbance in the North Midland coal-field had been subsequent to the deposition of the magnesian limestone, since, as far as his observation had extended, every fault that fractured the coal strata equally affected the magnesian limestone. This position was disputed by Mr. Hartop, Mr. Morton, and Mr. Atkinson. After some discussion Professor Sedgwick was called upon for his opinion on the point in dispute. This he gave in a long and luminous speech in which he showed that some faults in the coal strata passed also through the magnesian limestone, and some did not, so that persons whose range of observation was limited to particular localities might come to directly opposite conclusions on the subject. The fact was that the greater number of instances of disturbances in the coal strata in this country had taken place previously to the deposition of the magnesian limestone, but that this was far from being uniform, as he showed from a number of cases in which the two conflicting phenomena were to be seen in a very limited range of country. The committee appointed to draw up rules for the government of the society brought forward a set of rules which were passed.—The next meeting of this society was appointed to be held at Doncaster.

UNION BANK OF CALCUTTA.—The proprietors of the Union Bank of Calcutta have determined, by a majority of 462 to 63, that the bank shall engage in buying and selling English Bills of Exchange. One of the most forcible reasons for thus extending the operations of the bank was, that there was a quarter of a million sterling of funds lying idle in its vaults.—*Bombay Times.*

DEVON AND CORNWALL RAILWAY.—A general committee meeting was held on Wednesday, at the Council room, Truro, Lord Falmouth in the chair, on which occasion the sub-committee presented a report of their proceedings, and a statement of the expected amount of traffic. We understand the latter is of the most satisfactory nature, and will be communicated to the county meeting to be held on the 21st inst.—*West Briton.*

GLOUCESTER AND BIRMINGHAM RAILWAY.—This railway, it is confidently expected, will be opened to the former city very early in November. The works along the unopened portions of the line are in a state of great forwardness, and will certainly be completed before the expiration of the present month. When the distance between Cheltenham and Gloucester has been opened, there will only then remain the eight miles at the Birmingham end to be finished, in order to the entire completion of the undertaking. The improvements at the Lansdowne station are proceeding with great vigour.

THE GOLD-DUST ROBBERY.—Within the last few days, Money Moses, and the two Caspars, father and son, who were concerned in and found guilty of the late remarkable gold-dust robbery, were removed from Her Majesty's Dock-yard, Plymouth, and put on board the *Lord Lyndoch* transport, to be taken to Sydney, pursuant to their sentence. Moss, who it will be recollected had taken so large a share in the gold-dust robbery, and who actually carried away the boxes containing the gold-dust from the wharf, and his family are gone to America. Mr. Hartley, from the spirited manner in which he acted in bringing the parties to justice, is a loser to the amount of 2900*l.*

PUBLIC COMPANIES.

MEETINGS.

BRISTOL AND EXETER RAILWAY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of this company will be held on Thursday, the 29th of the present month of October, at the Merchants' Hall, in the city of Bristol, at half-past Eleven o'clock, to consider and determine whether the said company shall create and issue, and if so determined, then to create and issue, new shares, in lieu and instead of certain shares forfeited and merged in the said company, under the provisions contained in an Act of Parliament made and passed in the third year of her present Majesty, intituled, "An Act to amend and enlarge the powers and provisions of the Acts relating to the Bristol and Exeter Railway;" and also to fix and determine the amount of such new shares, if created, and the price to be demanded for the same. The chair will be taken at Twelve o'clock precisely.
By order of the board of directors,
FREDERICK RICKETTS, Chairman.
J. B. BADHAM, Secretary.
Office, 30, Broad-street, Bristol, October 14.

EAST TRETOIL MINING COMPANY.—The Provisional Directors hereby give notice, that a GENERAL MEETING of shareholders in the abovenamed company will be held on Saturday, the 31st day of October inst., at the office of the company, 6, St. Mildred's-court, Poultry, London, at One o'clock in the afternoon precisely, for the purpose of electing five directors and two auditors, pursuant to the conditions and regulations of the company. Nominations of candidates for seats in the direction are required to be in writing, addressed to the secretary, at the office of the company, at least three clear days before the day of election.
S. BUXTON, Secretary.

REDMOOR CONSOLIDATED MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be held at the office of the company, 44, Finsbury-square, London, on the 4th day of November next, at Two o'clock precisely, for the purpose of confirming or rejecting a resolution passed at a General Meeting of the shareholders, held at the said office on the 12th day of October instant:—"That the capital of the company be increased by the sum of £1 per share, in addition to the sum of £5 per share, the original amount of each share in this company, and that the said further sum of £1 per share be paid by such instalments as the managers of the company may deem expedient, in manner as is provided by the rules and regulations of the company in respect of the original £5 shares, and that the shares of the company be subject to forfeiture in default of payment of any instalment of such increased capital, in such manner as is provided in relation to the non-payment of any instalment of the original £5 per share upon the original shares."—Notice is also hereby given, that all shares on which the eighth call shall remain unpaid on the 10th of November next will be then forfeited.
44, Finsbury-square, October 13.

THAMES HAVEN DOCK AND RAILWAY COMPANY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of this company (as adjourned) will be held at the London Tavern, Bishopsgate-street, on Friday, the 30th instant, at Eleven for Twelve o'clock.
By order, HENRY AMSINCK, Secretary.
28, Moorgate-street, October 12.

UNITED HILLS MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be held at their office, in Adam's-court, on Thursday, the 22d day of October instant, at One o'clock precisely, for the purpose of deciding on the propriety of instituting Chancery or other proceedings against Sir Thomas Turton, for the recovery of the money held by him, as arrears of salary, or adopting such other resolutions in respect of the claim as may appear expedient. Also, by virtue of a requisition from certain shareholders, "for the purpose of removing Sir Thomas Turton, Bart., from the office of a director of this company, and appointing another director in the place of the said Sir Thomas Turton, if so removed."
October 1. JAMES SMITH, Secretary.

WHEAL WALLIS MINING COMPANY.—Notice is hereby given, that a SPECIAL MEETING of the shareholders in the above mine will be held at this office, on Thursday, the 29th of October next, at Four o'clock in the afternoon, for the purpose of taking into consideration the disposal of those shares on which the last call has not been paid.
By order of the directors,
15, St. Ann's-square, Manchester, Sept. 25. HENRY CARR, Sec.

CALLS.

WHEAL HENNOCK AND CHRISTOWE MINING COMPANY.—Notice is hereby given, that the time allowed for the payment of the THIRD INSTALMENT of FIVE SHILLINGS per share, on the call of £1, made the 19th day of March last, will expire on the 21st of this month (October), and unless the same be paid on or before that time the shares will be absolutely FORFEITED, for the benefit of the paid-up shareholders, without further notice.
By order of the directors,
1, Park-lane, Liverpool, October 8. H. MOLYNEUX, Sec.

TAFF VALE RAILWAY.—CALL OF FIVE POUNDS PER SHARE.—The directors of the Taff Vale Railway Company, acting under the provisions of the act of incorporation, hereby give notice, that the proprietors of shares are required to pay, on or before the 9th day of November next, to any one of the undermentioned bankers, the sum of FIVE POUNDS on each of their respective shares:
London and Westminster Bank, London.
Monmouth and Glamorgan Bank, Cardiff.
Messrs. Baillie, Ames, and Co., Bristol.
Messrs. Wilkins and Co., Merthyr.
By order of the board of directors,
Railway Office, Cardiff, Oct. 16. JOSEPH BALLS, Secretary.

BRISTOL AND EXETER RAILWAY.—Notice is hereby given, that the registered proprietors of shares, on which all the calls have been paid up, may RECEIVE the INTEREST due on the 6th of October, on application at this office, on Saturdays, between the hours of Eleven and Three o'clock. The interest on shares in arrear on the last call, but on which all previous calls have been paid, will be carried to the credit of the respective proprietors, and be receivable by them upon payment of the arrears. By order of the board,
Office, 30, Broad-street, Bristol, Oct. 14. J. B. BADHAM, Sec.

CORNUBIAN MINING COMPANY.—Notice is hereby given to the holders of shares in the late Cornubian Mining Company, that the directors, in selling the materials to pay the liabilities of the mine, reserved for the old adventurers the right of joining the NEW COMPANY, upon their paying to Mr. P. Stainsby, Finsbury-square, the sum of ONE POUND per share for every share in the old company, which must be given up to be cancelled (with the third call paid thereon) on or before the 23d of October instant, after which date they will have no claim, under the conditions of sale, to take shares in any company that may be formed for the future working of the Cornubian Mine.
Finsbury-square, Oct. 14.

LONDON CEMETERY COMPANY.—The directors beg respectfully to inform the public, that on and after the 18th October inst., the Highgate Cemetery will be CLOSED on SUNDAYS, except to funerals, and to persons presenting tickets, which may be procured at the company's office, No. 22, Moorgate-street, back of the Bank.
CHARLES BURLS, Jun., Clerk of the Company.

PUBLIC COMPANIES.

MEETINGS.

London Joint Stock Bank	Princes-street	Oct. 17	12.
Agricultural and Com. Bank of Ireland	Office, Fleet-street, Dublin	19	11.
Margate Pier Company	Town Hall, Margate	19	11.
Independent Gas-Light and Coke Co.	London Tavern	21	12.
United Hills Mining Company	Office, Adam's-court	22	1.
Globe Insurance Company	Office	22	1.
Wheal Wallis Mining Company	Office, Manchester	29	4.
Bristol and Exeter Railway	Merchants' Hall, Bristol	29	11½.
Preston and Wyre Railway and Dock	Office, King William-street	30	1.
North Midland Railway	Station, Derby	30	1.
Thames Haven Dock and Railway	28, Moorgate-street	30	11.
East Tretoil Mining Company	Office, 6, St. Mildred's-court	31	1.
Grand Union Canal Company	29, Surrey-street, Strand Nov.	2	12.
Redmoor Consolidated Mining Co.	Office, 44, Finsbury-square	4	2.

CALLS.

Llanelly Railway and Dock Co.	10l.	Oct. 12		Cox, Biddulph, and Co.
Dublin and Drogheda Railway	2½l.	19		Latouche and Co., Dublin.
Cambrian Iron and Spelter Co.	2½l.	21		London Joint Stock Bank.
British Colonial Bank and Loan	5l.	26		2, Moorgate-street, London.
Maryport and Carlisle Railway	5l.	28		As former calls.
Royal Mail Steam Packet Co.	5l.	31		Roberts, Curtis, and Co.
Grand Collier Dock Company	1l.	31		Smith, Payne, and Smiths.
European Gas Company	2l.	Nov. 4		Ladbroke, Kingscote, and Co.
Sheffield & Manchester Railway	10l.	9		Smith, Payne, and Smith.
Taff Vale Railway	5l.	9		As former calls.
Union Bank of London	5l.	Dec. 1		Bank, Moorgate-street.

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.
[Length of Line, 112½ miles.]

	£	s.	d.
The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 10th day of October	13,797	3	6
For merchandise for the same time	2,145	3	4
Cattle	172	10	0
Total	16,114	19	0

GREAT WESTERN RAILWAY.
[Length of Line opened, 75 miles.]
Total Returns for the week ending 11th of October £6093 13 9

LONDON AND SOUTH-WESTERN RAILWAY.
[Length of Line, 76¾ miles.]
Total receipts for passengers, parcels, &c., on this line for the week ending the 9th of October, £5131 14s. 8½d.

EASTERN COUNTIES RAILWAY.
[Length of Line opened (?) Brentwood (?) 17½ miles]
Total receipts for passengers for the week ending 11th of October £510 3 7

LONDON AND BRIGHTON RAILWAY. SHOREHAM BRANCH.
[Length of Line opened, 6 miles.]
Total returns for the week ending 13th of October £155 13 1

NORTHERN AND EASTERN RAILWAY.
[Length of Line opened, 19¾ miles.]
Total returns for the week ending 13th of October £483 5 7

LONDON AND BLACKWALL RAILWAY.
[Length of Line, 3½ miles.]
Total receipts for passengers for the week ending 9th of October £843 7 6

LONDON AND GREENWICH.	LONDON AND CROYDON.
[Length of Line 3¾ miles.]	[Length of Line, 10¾ miles.]
Week ending 13th Oct. ... £1021 15s. 9d.	Week ending 13th Oct. ... £542 14s. 9d.

THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.

Bank Stock, div. 7 per Cent., 164¼ 4	New 3½ per Ct. Annuities, 96⅞ ¾ ⅝ ¾
3 per Cent. Reduced, 85¾ ⅞ 6 ⅛	India Bonds, 17 14 13 dis.
3 per Ct. Consols Annuities, 86⅛ 7 6⅞ 7¼	3 per Cent. Consols for Acct., 87¼ ⅛ ¼
3½ per Cent. Reduced Annuities, 96¼ ⅛	Exchequer Bills, 2¼d., 2 4 pm.

FOREIGN FUNDS.

Brazilian Bonds, 5 per Cent., 72⅞ 3⅞	Russian Bonds, 5 per Cent., 109¼
Columbian Bonds, 1824, 6 per Ct., 22⅞ ⅛	Spanish Bonds, 5 per Ct., 21⅞ ⅛ 2 ⅛
Danish Bonds, 3 per Cent., 72¾ 3¼	Ditto Deferred, 10⅞
Portug. Bonds, New, 5 per Cent., 32⅞ ½	Dutch 2½ per Cent., 49 ⅞ 50

SHARES

Birmingham & Gloucester Railway, 73	London and Sth. Western, 51⅞ 2 1½ ¼ 1
Bristol and Exeter, 26 5½	London and Blackwall, 16¼ 16 ½
Eastern Counties, 9¼ ⅛	North Midland, 80
Great Western, 77½ 9 6¼ 8 7½ 7 8¼	Ditto New, 39 8½
Ditto New, 43¼ ⅞ ½ 4 ½ 3⅞	South-Eastern and Dover, 10 9⅞
London & Brighton, 28¼ ⅛	York and North Midland, 66
London and Birmingham, 159 60	Australasia Bank, 58¼
Ditto Quarter Shares, 23¾ 4¼	London and Westminster, 22¼
Ditto New, 44 3½	Union of Australia, 29½

LATEST CURRENT PRICES OF METALS.

LONDON, OCTOBER 16, 1840.

	£	s.	d.
IRON, Eng.—Bar ton 0 0 0 to	9	0	0
Do. Carg. in Wales	8	0	0
Hoops ...... ton	11	0	0
Sheets ...... ton	12	0	0
Pig, No. 1 ..... ton	5	10	0
Do. in Wales	4	15	0
Foreign—Duty 30s. per ton. Swedes, cn. bd. ton	13	0	0
Russian com.... ton	14	0	0
P.S.I. .... ton	15	0	0
C.C.N.D. ton	18	10	0
STEEL, Eng. Blistered, 25 0 0 to	45	0	0
Shear do. do. 45 0 0 ..	84	0	0
Cast do. do. 45 0 0 ..	84	0	0
Foreign—Duty 20 per cent. Swedes in kgs bd ton	19	0	0
Do. Faggots bd. ton	19	10	0
Milan.... bd. ton	0	0	0
COPPER, Brit.—Cake ..... ton	97	0	0
Tile ...... do.	95	0	0
Sheets .... lb.	1	1½d	1s

	£	s.	d.
COPPER—Foreign .... (dy. 37s.)	95l	96l	
TIN, Brit.—Blocks ..... cwt	4	3	0
Bars .... do.	4	5	0
Banca .... 0 0 0 to	4	1	0
Straits .... 0 0 0 to	4	0	0
Tin Plates—I.C. (box).. 1 10 0 to	1	12	0
I.X. do. .. 1 16 0 to	1	18	0
(Others in proportion.)			
LEAD, Brit.—Pig .... ton	19	15	0
Sheet ...... ton	20	15	0
Shot ...... ton	22	10	0
Red .... ton	22	0	0
White (dry).. ton	27	0	0
Do. (gd. in oil) ton	25l	36l	
Foreign—Span. (dy. 40s.) .	19	10	0
SPELTER .... 0 0 0 to	23	0	0
For delivery 0 0 0 to	22	0	0
English Sheets.	37	0	0
QUICKSILVER—(dy. 1d. per lb.)	0	3	11

REMARKS.—Iron continues firm, as also copper, though without any great demand. The tin market is not so firm in English, parcels having been offered below the quoted; in foreign no stock on sale. The lead market is firm, without much business. In spelter large transactions have taken place, and 23l. has been paid in quantity to-day. All other metals the same.

NOTICES TO CORRESPONDENTS.

ALFRED T. J. MARTIN.—We have received a second letter from our correspondent, treating on Sir Charles Lemon's Mining School, but which, containing opinions, the promulgation of which might lead to an endless controversy, on points which are of a nature not suited to our columns, we must decline inserting. We shall be glad to hear from our correspondent at all times, but he will, we feel assured, admit the propriety of avoiding any discussion which involves a subject, the importance of which, we feel satisfied, he justly estimates. It is our object, at all times, to avoid theological or polemical questions, and that the letter in question partakes strongly of the one is too apparent.

ERRATUM.—In Mr. L. Brough's letter on the Ventilation of Collieries, in last week's Journal, 46th line from commencement, *for* "hydrogen," *read* "nitrogen."

VENTILATION OF MINES.—Mr. Dunn's paper on this subject, with the plan of a pit's workings, will appear in our next.

THE TIN TRADE.—"Honestus" has apprised us, that his reply to "A Tin Miner" will be furnished in time for next week's Journal.

Received.—"No Tin Miner"—"X."—"Fair Play"—"F. L. L."

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, OCTOBER 17, 1840.

We this week resume the consideration of the question which formed subject of controversy between Mr. TREFFRY and "Y. Z.," viz.—the effect produced by the importation of foreign ores—in doing which, it may be well to observe, with reference to our remarks in a late Number, wherein we expressed our conviction that both are in the right, while they are equally wrong, that it was intended to apply to the particular views and opinions entertained by both parties, who appear to us, in much of the correspondence which has taken place, to argue on two distinct and separate propositions—Mr. TREFFRY contending for the interests of the Cornish miner, and "Y. Z." treating the subject in a more enlarged sense, and considering the general effect produced by the importation of foreign ores, in giving employment to our shipping—in the consumption of coal required for smelting—the labour employed—and thus evading the simple question raised by Mr. TREFFRY, in his first letter, viz.—Does not the influx of foreign ores in the market keep down the price of copper, and, consequently, the price of labour, in our mines at home? Had "Y. Z." confined himself to this point, or had Mr. TREFFRY joined issue on the more extended view taken by "Y. Z.," the letters would have been less prolix, and some conclusion would have been arrived at, while at the present moment each claims the laurel of victory, and considers himself right—of course, at the same time, pronouncing the other wrong.

We have already observed, the opinion held by "Y. Z." is—"that the produce of our copper mines has reached its maximum;" and further, that "unless some great simplification of unwatering our mines be discovered, it is useless to hope that many of the present old deep mines can escape the fate of Dolcoath, Wheal Unity, and Wheal Towan." It is somewhat surprising that no Cornishman has attempted to rebut the representations made by "Y. Z.," which might be so easily done, without involving the writer in the question of foreign ores, for it is notorious, in these, and many other deductions at which "Y. Z." arrives, he assumes false premises, on which he bases his arguments, so as to suit the purpose he has in view, in combating the statements of Mr. TREFFRY.

With the view of proving that Mr. TREFFRY is incorrect, in attributing the fall in the standard to the importation of foreign ores, "Y. Z." states, that the ores sold by the Fowey Consols Mine (being that cited by Mr. TREFFRY), from the period of the first workings in 1822, up to 30th June in the present year, averaged a standard of 105l. 8s., whilst the average standard in 1838-39-40, for ores from the same mine, was above 106l., and for 1840 the average standard has been "only 1 per cent. below what all the ores have fetched since the working of the mines," from which he assumes that the profits realised in the early period of its working were excessive and unjustifiable, and that a diminution in the profits, at the present time, or a reduction in the prices paid for labour, is attributable rather to the excessive produce obtained formerly, than to any reduction in the standard. "Y. Z." then proceeds to show, that during the last ten years, compared with the like term preceding, the produce of the copper mines of Cornwall has increased 28 per cent.—such increase being since foreign ores have been imported to any extent—while the standard has only fallen 2 per cent.; the quantity of copper ores raised in the ten years ending June, 1830, being 1,134,219 tons,

yielding 90,548 tons of copper, the value of the ores sold being 6,965,795*l.*, and the average standard for that period 111*l.* 15s. The returns for the past ten years, ending 30th June, 1840, are then given:—Ore, 1,447,657 tons; produce in copper, 116,204 tons; amount, or value of ores raised, 8,720,698*l.*, at an average standard of 109*l.* 8s —giving an increase of 313,440 tons of ore, or 25,660 tons of copper, and 1,754,490*l.* in money, being an increase, as before-mentioned, of 28 per cent. in ten years; and yet, with such increase, "Y. Z." tells us, "that the produce of our copper mines has reached its maximum." Such are the principal features of the first letter in reply to Mr. Treffry. We hope next week to be able to take up the subsequent correspondence on the part of "Y. Z.," which, although written at considerable length, contains so much of a personal nature as to divest it of general interest. We shall confine ourselves to the main points, and more especially to the statistical statements, which will be immediately followed up by Mr. Treffry's reply.

It is with pleasure that we again invite attention to the communications which appear in our columns, on the important subject of the ventilation of our coal mines, which increases in interest in each succeeding Number. Although the observations made by our numerous correspondents cannot be said to embrace any novel feature, yet it is gratifying to know that they have been the means of disseminating information far and wide, and have concentrated in one focus that practical knowledge which the respective parties possess—at the same time, that the subject has been treated as one possessing claims on all whose philanthropy and sympathy for the unfortunate sufferers, and, in many instances, their bereaved families, is thus called forth.

We this week are favoured with a further communication from Mr. M. Dunn, accompanied by a diagram,* which we are glad to find is intended only as the introduction to a series of letters, which we feel assured will be perused with anxious interest, and will, we trust, elicit from others a continuation of correspondence on so vital a question. Practical observation has done much to point out the modes which may be resorted to, so as, in a great measure, to avoid the perils to which the collier is subjected, while it must be admitted, we are indebted to the scientific researches of many eminent men, for the information we possess with respect to the gases, and it is to them we are chiefly to look for the result of their labours, in offering suggestions which may be adopted by the practical miner. Mechanical means may, and will, do much to effect the object, and where care and caution is observed, where the viewer is not only competent, but is prompt in his attention to the duties which devolve on him (and what duty can be more sacred than the preservation of life?) we believe that the accidents would be comparatively few. In most cases, we find that those only who could tell the tale are the unfortunate sufferers, and it is from most imperfect evidence that any conclusions can be drawn, except that of the existence of fire-damp.

The communication of "A Workman" is a sensible letter, and boldly puts forward a fact which is disgraceful to human nature, but which, we lament to say, is, nevertheless, too true. There is not that liberality on the part of the viewers which we should expect to find characterise them. It may be the frequency of accident makes them callous to all those feelings which render man estimable, while, we fear, there is too much truth in the saying, that they are afraid of "throwing away their bone;" and it is the more surprising to find this feeling exists equally on the part of those who have risen from the "ranks," as with the class of agents who, to use our correspondent's phrase, are "college bred," and "who are sometimes found to undervalue the practical education which can only be obtained amidst years of toil in the mine."

Another intelligent correspondent, "J. R. P.," leads us to hope that his communication will be followed by others (illustrated by diagrams) describing the various methods or plans resorted to, leaving, as he states, "the subject to the skill of others for improvement." The thanks of the mining community at large—and more especially the working miner—are especially due to those who thus labour in so holy a cause, and who, we trust, will reap an ample reward, while we trust the result of the inquiries to which this discussion is likely to lead, will immortalise the name of him who shall discover the means of destroying, or rendering innoxious, so deadly an enemy. We shall continue to keep attention alive on the subject, and have again to impress on all who are conversant with the ventilation of mines, to lend their aid, however humble it may be, in the achievement of an object possessing so many claims.

LATEST INTELLIGENCE.

Cornwall, October 15.—There was no sale of copper ores this day. Average standard of sale on the 8th instant, 114*l.* 7s.—Produce, 8⅞.—Price, 7*l.* 5s.

Marazion, October 10.—The number of pumping engines reported this month is fifty-five. They have consumed 3440 tons of coal; and lifted 34,000,000 tons of water ten fathoms high. The average duty of the whole is, therefore, 55,000,000 lbs. lifted one foot high by the consumption of a bushel of coal.

Prices of Shares in Birmingham.—London and Birmingham Railway, 159*l.*; Great Western 80*l.*; Birmingham and Gloucester, 7*l.*; North Midland, 80*l.*; Manchester and Leeds (half-shares), 34*l.*; London and Brighton, 29*l.*—Birmingham and Staffordshire Gas, 74*l.*—*Midland Counties Herald.*

Prices of Shares in Liverpool.—Great Western Railway, 90*l.*; ditto (half-shares), 44*l.* 15s.; Manchester, Bolton, and Bury, 33*l.* 5s.; Eastern Counties, 8*l.* 17s. 6d.

Exportation of the Precious Metals.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 8th inst., was as follows:—Silver coin to Hamburgh, 43,400 oz.; Rotterdam, 49,000 oz.; St. Petersburgh, 309,000 oz.; Macao, 59,233 oz.—Silver bars to Hamburgh, 3350 oz.; Rotterdam, 3000 oz.; St. Petersburgh, 29,259 oz.—Gold bars to St Petersburgh, 725 oz.—Gold coin to St. Petersburgh, 1375 oz.

Bank of England.—Quarterly Average of the Weekly Liabilities and Assets, from July 21 to October 13, inclusive:—

Liabilities.		Assets.	
Circulation	£17,231,000	Securities ..	£22,782,000
Deposits	6,762,000	Bullion..	4,145,000
	£23,993,000		£26,927,000

Downing-street, October 15.

* We intended Mr. M. Dunn's letter for insertion in our present Number, but have been unable to get the plan engraved in time.

ORIGINAL CORRESPONDENCE.

ON THE DUTY PERFORMED BY CORNISH STEAM-ENGINES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I noticed in your valuable Journal of the 19th ult., a statement of the experiments tried on several engines in Cornwall, for the purpose of satisfying the deputation from the Dutch Government of the correctness of the monthly reports of duty stated to be performed by the engines in Cornwall. Of the accuracy of these experiments I have no doubt—having myself tried similar experiments, and knowing that a trial made for a short period may exhibit the extraordinary results stated. I think, however, for practical purposes—for the promotion of which your Journal appears to be a most strenuous advocate—the average duty performed for twelve months would be a better criterion of the advantages to be obtained by adopting the Cornish system; at any rate, I trust the following comparative statement of the duty performed by several engines, from Sept., 1839, to August, 1840, inclusive, and the duty done in short trials, will prove interesting to some of the readers of your Journal:—

TABLE.

Engines.	Diameter of cylinder.	Duty reported as performed during a six hours trial.	Average duty performed during twelve months.	Aver. coals per hour per horse power.	Greatest duty reported in one month.	Lowest duty reported in one month.	Variation in duty.
	Inches.	lbs. lifted 1 ft. high	lbs. lifted 1 ft. high	lbs.	lbs. lifted 1 ft. high	lbs. lifted 1 ft. high	per cent.
Fowey Consols—Austen's	80 single	122,731,766	81,000,669	2·28	85,280,207	76,932,735	10 8-10th
Wheal Vor—Borlase's	80 "	129,360,123	79,835,945	2·32	85,035,814	73,844,350	15 1-10th
Wheal Darlington	80 "	78,357,675	78,571,173	2·43	84,042,418	70,360,546	19 8-10th
Charlestown United Mines	50 "	55,912,372	52,730,997	3·51	56,069,946	45,177,429	24 1-10th
Ditto stamping engine	32 "	60,121,000	54,575,656	3·40	59,359,964	51,140,413	16 8-10th
Wheal Vor ditto	36 double	59,095,000	53,190,364	3·48	55,574,933	48,125,986	15 9-10th
The Cornish engine at the East London Water-works, Old Ford, designed and erected by Mr. W. West	80 single	118,572,473 (6 hours trial, April 24, 1839)	77,310,717	3·40	83,290,547	68,768,870	19 3-10th
A Boulton and Watt engine, on the same works—boiler, cylinder, &c., clothed with Borradaile and Whiting's patent felt, and pumps fitted up with Harvey and West's patent valves	65 "	—	25,000,000	5·39	—	—	—

As regards the duty stated to be performed by the single engines, in the foregoing table, no comparison, excepting a very vague one, can be made, as the arrangement of the pumping machinery in one may, necessarily, be such as to cause more friction than in another; and thus the engine representing the greatest duty may, in fact, be inferior to that *reported* as doing the least: these remarks refer particularly to the pumping engines. Again, the quality of the coals is a most important matter for consideration. The coals used for the engines in Cornwall are generally Welsh coals—the best that can be obtained—while the coals used for the East London Water-works engines were the refuse of Newcastle coals—after having passed through a sieve, whose meshes were not wider apart than three-fourths of an inch, and, consequently, the chief portion were very small, approximating to dust; the low price, however, renders it the most economical coal for use in London. Again, the friction of the pump-work of the East London is much less than that of any of the engines in Cornwall before quoted, and, with the same quality of coals, would, consequently, show a much greater duty. It must also be borne in mind, that, *cæteris paribus*, the duty will be less in an engine of small size than a large one—the friction being directly as the diameters, and the power as the squares of the diameters of the cylinders.

As regards the Boulton and Watt, or low-pressure engine, quoted above, it should be observed, that it generally works about one-third expansive—that about 15 per cent. of the duty is due to the introduction of those excellent valves, patented by Mr. Nicholas Harvey and Mr. Wm. West; and that 25 per cent. is due to the complete clothing of the boiler and flues, and casing of the steam jacket, top of cylinder, nozzle, and steam-pipes, with Messrs. Borradaile and Whiting's patent felt—with the ordinary valves, and with the boiler and cylinder, &c., exposed, or not clothed—the duty attained did not exceed 24,138,000 lbs. lifted one foot high, and the engine required 7·68 lbs. of coals per hour per horse-power.

An inspection of the table will show how little reliance is to be placed on short trials, for, in the same engine, the variation in duty, during twelve months regular work, is very great; and taking the Wheal Vor stamping engine, the duty done during the short trial was less than the average *reported* duty for twelve months.

The average number of engines reported by the Messrs. Leans', during the twelve months, referred to in this letter, was equal to 54½th; the coals consumed by them equal to 51,887 tons, and the average duty performed was equal to 54,875,000 lbs. lifted one foot high, while the average duty performed by the best engine was equal to 81,088,669 lbs. lifted one foot high. Now, if all the engines in Cornwall were made upon the same plan as that of the best one, the saving in coals would be very great—making an allowance for the varying diameters of the cylinders, and, for that purpose, assuming the average duty to be only 75,000,000, then upon the fifty-four engines reported, the saving would be equal to 13,923 tons of coals annually: thus—

Duty. Tons coals. Duty. Tons coals.
75,000,000 : 51,887 :: 54,875,000 : 37,964
51887—37964=13923.

What the saving upon the whole of the engines in the county might be, I cannot say, as, unfortunately, fifty-four only are reported; and this is much to be regretted, as there is very little doubt that the laudable rivalry incited amongst Cornish engineers, by the publication of Messrs. Leans' "Monthly Reporter," has done as much to place the Cornish engines in the position of superiority they now hold as any thing else—and as the value of the system adopted in the working of the best engines in Cornwall is now more generally appreciated than it was a few years back, it behoves the Cornish engineers to continue their exertions as strenuously as, if not more so than, before, that they may continue to keep their high place amongst the steam engineers of the kingdom.

I am afraid, Sir, I have made this paper too lengthy, but having been engaged for some time past in a series of practical experiments, of far long periods, which I hope shortly to complete, and finding, by experience, that little reliance can be placed upon trials of short duration, I could not abstain from expressing my opinion upon the trials in question. After all, the average quantity of coals consumed per annum is the question that affects the proprietors' pocket, and this should never be lost sight of, whether in Cornwall, London, or Holland. I cannot conclude, without acknowledging, through your Journal (if you will allow me), the great liberality of the Cornish engineers in always readily affording information, and to this I can bear personal testimony.

I am, Sir, your obedient servant,

Old Ford, Oct. 5. Thos. Wicksteed, Civil Eng.

[We are obliged to our correspondent for his communication, and concur fully in the view taken by him; at the same time, that it affords us pleasure to avail ourselves of the opportunity of recording our testimony, in common with that gentleman's, to the "great liberality of the Cornish engineers," who are "one and all" ready at all times to afford information.]

ON THE BEST METHOD OF VENTILATING COAL MINES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—As the question on the best method of ventilating coal mines is one of very great importance, I here offer a few remarks on the subject. When two shafts, or pits, are sunk down to a coal mine, and a road cut through the mine from one to the other, the air that fills this road becomes rarified from the heat of the coal and minerals surrounding—consequently, ascends one of the shafts, just like a chip of wood when immersed in water, and from the same cause—the shaft that is least in depth being that which the air generally ascends, from an obvious reason. Thus we have a process of ventilation going on, so long as the materials at the bottom remain, at a greater degree of heat than the air at the surface of the earth—which current of air is more rapid the colder the air is at the surface (a well-known fact amongst miners, that the current of air is greater in winter than summer); the fire damp, or hydrogen gas, that issues out of the fissures of the coal, or minerals either above or below the coal, gets mixed with the agitated air, and is carried up the shaft as fast as it evacuates itself, leaving the road between the shafts clear and safe. This is the principle on which ventilation is built. A fire placed at the bottom of one of these shafts would heat the surrounding materials also a considerable way up the shaft, and, as the air passed, part of it would be consumed by the fire; the other, and by far the greatest part, would become rarified by passing the fire and heated materials, so ascend rapidly up the shaft—at the same time the surrounding air would rush down the other shaft to supply its place. Thus, a fire placed at the bottom of one of the shafts is only a more powerful substitute for the natural process; it is also evident, that the bottom of the shaft is the most proper place to put a fire—and those who doubt this have only to make the experiment to be convinced.

Having thus got a current of fresh air, we have only to direct its course through the various workings to carry away the gases as they evacuate themselves; but before I describe any method for doing this, let me show how the shafts are got down, also how the road is cut between them, which is generally a troublesome piece of work to manage. Shafts may sometimes be sunk to a considerable depth without experiencing any difficulty or danger from the damps or gases, but, when these present themselves, recourse must be had to some method for removing them away. The general way in this part of the country is to partition a small segment of the shaft off by means of boards, or, otherwise, to introduce pipes, made of boards, about a foot, or a foot by sixteen inches, aperture, down the shaft, carrying the partition or pipes along with them as they proceed in sinking, till they reach the mine; this partition, or the uppermost pipe, when pipes are used, is bent at the top, and carried in an horizontal direction to a little distance from the mouth of the shaft, where a chimney is erected, and a fire kindled at the bottom of it, similar to that mentioned by Mr. "X.," which causes a current of air to descend down the shaft and up the partition, or pipes, to the fire, then up the chimney, carrying away the damps or gases, as before described. Now, having a double road down the shaft for the ingress and egress of the air, answering for a time as two shafts, the cutting of the air or wind-road is then commenced. This road is cut double—that is, two roads are cut at the distance of about six feet from each other, and every three or four yards a cross-way is cut through between them—the pillar or coal left between serving as a partition—the air coming down the shaft going up one of these roads, turning through the opening or cross-way between them, then down the other road and up the partition, or pipes, to the fire. In this way the work proceeds till it reaches the other shaft—the miners always building one opening up as soon as they have cut another through. I may here remark, that while they are cutting the three or four yards, also the opening between, they are obliged either to let their candles remain at a distance behind them, or, otherwise, use the Davy lamp—the Davy lamp is generally used on this occasion.

The methods of working coal mines are various, depending on the nature of the mines themselves, but more especially on the roof; there are, however, three essential points to be aimed at, the accomplishing of which depends on the skill of the manager. First—he must aim at getting as much of the mine out as possible, at the least expense, without injuring the workmen. Second—at keeping a good road free from wet and dirt, for the conveyance of the coals from all parts of the workings to the shaft. Third—at the greatest safety to the miners, from the roof and other things, but more especially from the damps or gases. He who has accomplished these deserves the name of manager. It may be thus conceived, that as the mines, and especially the roofs, vary, the methods of working and ventilating them must vary also—but all methods that have fallen under my observation bear some analogy to one another. By driving the roads double, as before described, the waggon roads may be cut with safety; but when the open, or wide working, as it is called, is commenced, it is then a little different—but these kind of workings should be so conducted as to have a current of air passing through them. The language of miners being local and various, for they call things by different names in every county, and, even in the same county, a description of the method for carrying the air through these kind of workings, without the aid of diagrams, will not be so well understood. If you can allow me the use of diagrams, I will, in a future paper, give a description of a few of the methods resorted to—at the same time point out which way accidents generally occur, leaving the subject to the skill of others for improvement.

I remain, Sir, your obedient servant,

Wigan, Oct. 1. J. R. P.

[It is pleasing to find that the subject of ventilation of mines continues to excite interest, and to elicit from practical men observations which cannot be otherwise than useful, and will, we feel assured, be duly appreciated. Where the question is one so momentous, as affecting not only the interests, but the lives, of thousands of our fellow-creatures, it is gratifying to see parties thus coming forward to offer their mite towards the dissemination of knowledge on a subject so imperfectly understood. If our correspondent, "J. R. P." will favour us with the diagrams, we shall be better able to judge whether we can render them in our columns; be may, however, rest assured that, if practicable, they shall appear, for it is our object to elucidate the subject in every way our means will enable us.]

QUESTION OF PATENT RIGHT—USE OF ANTHRACITE IN THE MANUFACTURE OF IRON.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Your paper of the 26th ult. did not come under my notice in time to reply to the questions you therein put to me in last week's Journal—I now do so in as few words as possible. You say—"Will that gentleman inform us what was the opinion he entertained of the 'genius and industry' of Mr. Crane when he signed the requisition, some two or three years since, inviting Mr. Crane to a public dinner, to congratulate him on the success of his patent?" As to Mr. Crane's genius, I decline giving any opinion—as to his industry, I think he deserves great praise. I think so now, just as I thought three years ago. As an anthracite proprietor I readily joined in paying him a compliment, which I considered might be fairly offered by such persons as were interested in the scheme, in consideration of his perseverance in the cause, and bringing his experiments to a successful issue—but certainly not on the success of his patent. I did not then think he was entitled to a patent—neither do I now—so that my opinions are not changed, nor has any new light broken in upon me from the pressure from within or without.

As to "W. M.'s" letter being a trap—with all due deference, Mr. Editor—I think it behoves you to prove it is such; and, until you do so, I do not think you will find many persons to agree in so stale a trick. If

PUBLIC COMPANIES.

MEETINGS.

BRISTOL AND EXETER RAILWAY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of this company will be held on Thursday, the 29th of the present month of October, at the Merchants' Hall, in the city of Bristol, at half past Eleven o'clock, to consider and determine whether the said company shall create and issue, and if so determined, then to create and issue, new shares, in lieu and instead of certain shares forfeited and merged in the said company, under the provisions contained in an Act of Parliament made and passed in the third year of her present Majesty, intituled, "An Act to amend and enlarge the powers and provisions of the Acts relating to the Bristol and Exeter Railway;" and also to fix and determine the amount of such new shares, if created, and the price to be demanded for the same. The chair will be taken at Twelve o'clock precisely. By order of the board of directors,
FREDERICK RICKETTS, Chairman.
J. B. BADHAM, Secretary.
Office, 30, Broad-street, Bristol, October 14.

EAST TRETOIL MINING COMPANY.—The Provisional Directors hereby give notice, that a GENERAL MEETING of shareholders in the abovenamed company will be held on Saturday, the 31st day of October inst., at the office of the company, 6, St. Mildred's-court, Poultry, London, at One o'clock in the afternoon precisely, for the purpose of electing five directors and two auditors, pursuant to the conditions and regulations of the company. Nominations of candidates for seats in the direction are required to be in writing, addressed to the secretary, at the office of the company, at least three clear days before the day of election.
S. BUXTON, Secretary.

REDMOOR CONSOLIDATED MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be held at the office of the company, 44, Finsbury-square, London, on the 4th day of November next, at Two o'clock precisely, for the purpose of confirming or rejecting a resolution passed at a General Meeting of the shareholders, held at the said office on the 12th day of October instant:—"That the capital of the company be increased by the sum of £1 per share, in addition to the sum of £5 per share, the original amount of each share in this company, and that the said further sum of £1 per share be paid by such instalments as the managers of the company may deem expedient, in manner as is provided by the rules and regulations of the company in respect of the original £5 shares, and that the shares of the company be subject to forfeiture in default of payment of any instalment of such increased capital, in such manner as is provided in relation to the non-payment of any instalment of the original £5 per share upon the original shares."—Notice is also hereby given, that all shares on which the eighth call shall remain unpaid on the 10th of November next will be then forfeited.
44, Finsbury-square, October 13.

THAMES HAVEN DOCK AND RAILWAY COMPANY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of this company (as adjourned) will be held at the London Tavern, Bishopsgate-street, on Friday, the 30th instant, at Eleven for Twelve o'clock.
By order, HENRY AMSINCK, Secretary.
78, Moorgate-street, October 12.

UNITED HILLS MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this company will be held at their office, in Adam's-court, on Thursday, the 22d day of October instant, at One o'clock precisely, for the purpose of deciding on the propriety of instituting Chancery or other proceedings against Sir Thomas Turton, for the recovery of the money held by him, as arrears of salary, or adopting such other resolutions in respect of the claim as may appear expedient. Also, by virtue of a requisition from certain shareholders, "for the purpose of removing Sir Thomas Turton, Bart., from the office of a director of this company, and appointing another director in the place of the said Sir Thomas Turton, if so removed."
October 1. JAMES SMITH, Secretary.

WHEAL WALLIS MINING COMPANY.—Notice is hereby given, that a SPECIAL MEETING of the shareholders in the above mine will be held at this office, on Thursday, the 29th of October next, at Four o'clock in the afternoon, for the purpose of taking into consideration the disposal of those shares on which the last call has not been paid.
By order of the directors,
15, St. Ann's-square, Manchester, Sept. 25. HENRY CARR, Sec.

CALLS.

WHEAL HENNOCK AND CHRISTOWE MINING COMPANY.—Notice is hereby given, that the time allowed for the payment of the THIRD INSTALMENT of FIVE SHILLINGS per share, on the call of £1, made the 19th day of March last, will expire on the 21st of this month (October), and unless the same be paid on or before that time the shares will be absolutely FORFEITED, for the benefit of the paid-up shareholders, without further notice.
By order of the directors,
1, Park-lane, Liverpool, October 8. H. MOLYNEUX, Sec.

TAFF VALE RAILWAY.—CALL OF FIVE POUNDS PER SHARE.—The directors of the Taff Vale Railway Company, acting under the provisions of the act of incorporation, hereby give notice, that the proprietors of shares are required to pay, on or before the 9th day of November next, to any one of the undermentioned bankers, the sum of FIVE POUNDS on each of their respective shares:
London and Westminster Bank, London.
Monmouth and Glamorgan Bank, Cardiff.
Messrs. Baillie, Ames, and Co., Bristol.
Messrs. Wilkins and Co., Merthyr.
By order of the board of directors,
Railway Office, Cardiff, Oct. 16. JOSEPH BALLS, Secretary.

BRISTOL AND EXETER RAILWAY.—Notice is hereby given, that the registered proprietors of shares, on which all the calls have been paid up, may RECEIVE the INTEREST due on the 8th of October, on application at this office, on Saturdays, between the hours of Eleven and Three o'clock. The interest on shares in arrear on the last call, but on which all previous calls have been paid, will be carried to the credit of the respective proprietors, and be receivable by them upon payment of the arrears. By order of the board,
Office, 30, Broad-street, Bristol, Oct. 14. J. B. BADHAM, Sec.

CORNUBIAN MINING COMPANY.—Notice is hereby given to the holders of shares in the late Cornubian Mining Company, that the directors, in selling the materials to pay the liabilities of the mine, reserved for the old adventurers the right of joining the NEW COMPANY, upon their paying to Mr. F. Stainsby, Finsbury-square, the sum of ONE POUND per share for every share in the old company, which must be given up to be cancelled (with the third call paid thereon) on or before the 22d of October instant, after which date they will have no claim, under the conditions of sale, to take shares in any company that may be formed for the future working of the Cornubian Mine.
Finsbury-square, Oct. 14.

LONDON CEMETERY COMPANY.—The directors beg respectfully to inform the public, that on and after the 18th October inst., the Highgate Cemetery will be CLOSED on SUNDAYS, except to funerals, and to persons presenting tickets, which may be procured at the company's office, No. 22, Moorgate-street, back of the Bank.
CHARLES BURLS, jun., Clerk of the Company.

PUBLIC COMPANIES.

MEETINGS.

Company	Place	Date	Hour
London Joint Stock Bank	Princes-street	Oct. 17	12
Agricultural and Com. Bank of Ireland	Office, Fleet-street, Dublin	19	11
Margate Pier Company	Town Hall, Margate	19	11
Independent Gas-Light and Coke Co.	London Tavern	21	12
United Hills Mining Company	Office, Adam's-court	22	1
Globe Insurance Company	Office	22	1
Wheal Wallis Mining Company	Office, Manchester	29	4
Bristol and Exeter Railway	Merchants' Hall, Bristol	29	11½
Preston and Wyre Railway and Dock	Office, King William-street	30	1
North Midland Railway	Station, Derby	30	1
Thames Haven Dock and Railway	78, Moorgate-street	30	11
East Tretoil Mining Company	Office, 6, St. Mildred's-court	31	1
Grand Union Canal Company	20, Surrey street, Strand	Nov. 2	12
Redmoor Consolidated Mining Co.	Office, 44, Finsbury-square	4	2

CALLS.

Company	Amount	Date	Where payable
Llanelly Railway and Dock Co.	10l.	Oct. 19	Cox, Biddulph, and Co.
Dublin and Drogheda Railway	2½l.	19	Latouche and Co., Dublin
Cambrian Iron and Spelter Co.	2½l.	21	London Joint-Stock Bank
British Colonial Bank and Loan	5l.	26	2, Moorgate-street, London
Maryport and Carlisle Railway	5l.	28	As former calls
Royal Mail Steam Packet Co.	5l.	31	Roberts, Curtis, and Co.
Grand Collier Dock Company	1l.	31	Smith, Payne, and Smiths
European Gas Company	2l.	Nov. 4	Ladbroke, Kingscote, and Co.
Sheffield & Manchester Railway	10l.	9	Smith, Payne, and Smith
Taff Vale Railway	5l.	9	As former calls
Union Bank of London	5l.	Dec. 1	Bank, Moorgate-street

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.
[Length of Line, 112½ miles.]

The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 10th day of October	£12,797 3 6
For merchandise for the same time	2,145 5 4
Cattle	172 10 0
Total	£15,114 19 0

GREAT WESTERN RAILWAY.
[Length of Line opened, 75 miles.]
Total Returns for the week ending 11th of October £6093 13 9

LONDON AND SOUTH-WESTERN RAILWAY.
[Length of Line, 76½ miles.]
Total receipts for passengers, parcels, &c., on this line for the week ending the 9th of October, £3131 14s. 9½d.

EASTERN COUNTIES RAILWAY.
[Length of Line opened (to Brentwood) 17½ miles.]
Total receipts for passengers for the week ending 11th of October £519 3 7

LONDON AND BRIGHTON RAILWAY—SHOREHAM BRANCH.
[Length of Line opened, 6 miles.]
Total returns for the week ending 10th of October £134 13 1

NORTHERN AND EASTERN RAILWAY.
[Length of Line opened, 19½ miles.]
Total returns for the week ending 10th of October £483 5 7

LONDON AND BLACKWALL RAILWAY.
[Length of Line, 3½ miles.]
Total receipts for passengers for the week ending 9th of October £563 7 6

LONDON AND GREENWICH. [Length of Line 3¾ miles.]	LONDON AND CROYDON. [Length of Line, 10¼ miles.]
Week ending 13th Oct. ... £1621 13s. 8d.	Week ending 13th Oct. ... £542 14s. 9d.

THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.

Bank Stock, div. 7 per Cent., 164½ 4	New 3½ per Ct. Annuities, 96⅞ ¾ ⅞ ⅞
3 per Cent. Reduced, 85⅞ ¾ 6 ⅞	India Bonds, 17 14 13 dis.
3 per Ct. Consols Annuities, 86⅞ 7 6⅞ 7½	3 per Cent. Consols for Acct., 87¼ ⅛ ⅛
3½ per Cent. Reduced Annuities, 95½ ⅛	Exchequer Bills, 2¼d., 2 4 pm.

FOREIGN FUNDS.

Brazilian Bonds, 5 per Cent., 72⅞ 3⅞	Russian Bonds, 5 per Cent., 109½
Columbian Bonds, 1824, 6 per Ct., 22⅞ ⅞	Spanish Bonds, 5 per Ct., 21⅞ ⅛ 2 ⅞
Danish Bonds, 3 per Cent., 72½ 3½	Ditto Deferred, 10⅞
Portug. Bonds, New, 5 per Cent., 32⅞ ¾	Dutch 2½ per Cent., 49 ⅞ 50

SHARES

Birmingham & Gloucester Railway, 73	London and Sth. Western, 51⅞ 2 1½ ⅞ 1
Bristol and Exeter, 26 5½	London and Blackwall, 16½ 16 ½
Eastern Counties, 9½ ¼	North Midland, 80
Great Western, 77½ 9 6½ 8 7½ 7 8½	Ditto New, 30 8½
Ditto New, 43½ ⅞ ¼ 4 ½ 3⅞	South-Eastern and Dover, 10 9⅞
London & Brighton, 28½ ⅞	York and North Midland, 66
London and Birmingham, 159 60	Australasia Bank, 58½
Ditto Quarter Shares, 23½ 4½	London and Westminster, 22¼
Ditto New, 44 3½	Union of Australia, 29½

LATEST CURRENT PRICES OF METALS.

LONDON, OCTOBER 16, 1840.

	£	s.	d.
IRON, Eng.—Bar ton 0 0 0 to	9	0	0
Do. Carg. in Wales	8	0	0
Hoops ...... ton	11	0	0
Sheets ...... ton	12	0	0
Pig, No. 1 ...... ton	5	10	0
Do. in Wales	4	15	0
Foreign— (Duty 30s. per ton.) Swedes, cn. bd. ton	13	0	0
Russian com... ton	14	0	0
P.S.I. ...... ton	15	0	0
C.C.N.D. ton	18	10	0
STEEL, Eng. Blistered, 25 0 0 to	45	0	0
Shear do. do. 45 0 0 ..	84	0	0
Cast do. do. 45 0 0 ..	84	0	0
Foreign— (Duty 20 per cent.) Swedes in kgs bd ton	19	0	0
Do. Faggots bd. ton	19	10	0
Milan... .. bd. ton	0	0	0
COPPER, Brit.—Cake ...... ton	97	0	0
Tile ...... do.	95	0	0
Sheets .... lb.	1¼d	1s	

	£	s.	d.
COPPER—Foreign .... (dy. 37s.)	95l	96l	
TIN, Brit.—Blocks ...... cwt	4	3	0
Bars ...... do.	4	5	0
Banca .... 0 0 0 to	4	1	0
Straits .... 0 0 0 to	4	0	0
Tin Plates—I.C. (box) .. 1 10 0 to	1	12	0
I.X. do. .. 1 16 0 to	1	18	0
(Others in proportion.)			
LEAD, Brit.—Pig ...... ton	19	15	0
Sheet ...... ton	20	15	0
Shot ...... ton	22	10	0
Red ...... ton	22	0	0
White (dry) .. ton	27	0	0
Do. (gd. in oil) ton	25l	36l	
Foreign—Span. (dy. 40s.)	19	10	0
SPELTER ...... 0 0 0 to	23	0	0
For delivery 0 0 0 to	22	0	0
English Sheets	37	0	0
QUICKSILVER—(dy. 1d. per lb.)	0	3	11

REMARKS.—Iron continues firm, as also copper, though without any great demand. The tin market is not so firm in English, parcels having been offered below the quoted; in foreign no stock on sale. The lead market is firm, without much business. In speiter large transactions have taken place, and 23l. has been paid in quantity to-day. All other metals the same.

NOTICES TO CORRESPONDENTS.

ALFRED T. J. MARTIN.—We have received a second letter from our correspondent, treating on Sir Charles Lemon's Mining School, but which, containing opinions, the promulgation of which might lead to an endless controversy, on points which are of a nature not suited to our columns, we must decline inserting. We shall be glad to hear from our correspondent at all times, but he will, we feel assured, admit the propriety of avoiding any discussion which involves a subject, the importance of which, we feel satisfied, he justly estimates. It is our object, at all times, to avoid theological or polemical questions, and that the letter in question partakes strongly of the one is too apparent.

ERRATUM.—In Mr. L. Brough's letter on the Ventilation of Collieries, in last week's Journal, 46th line from commencement, *for* "hydrogen," *read* "nitrogen."

VENTILATION OF MINES.—Mr. Dunn's paper on this subject, with the plan of a pit's workings, will appear in our next.

THE TIN TRADE.—"Honestus" has apprised us, that his reply to "A Tin Miner" will be furnished in time for next week's Journal.

Received.—"No Tin Miner"—"X."—"Fair Play"—"F. L. L."

THE MINING JOURNAL,
Railway and Commercial Gazette.
LONDON, OCTOBER 17, 1840.

We this week resume the consideration of the question which formed subject of controversy between Mr. TREFFRY and "Y. Z.," viz.—the effect produced by the importation of foreign ores—in doing which, it may be well to observe, with reference to our remarks in a late Number, wherein we expressed our conviction that both are in the right, while they are equally wrong, that it was intended to apply to the particular views and opinions entertained by both parties, who appear to us, in much of the correspondence which has taken place, to argue on two distinct and separate propositions—Mr. TREFFRY contending for the interests of the Cornish miner, and "Y. Z." treating the subject in a more enlarged sense, and considering the general effect produced by the importation of foreign ores, in giving employment to our shipping—in the consumption of coal required for smelting—the labour employed—and thus evading the simple question raised by Mr. TREFFRY, in his first letter, viz.—Does not the influx of foreign ores in the market keep down the price of copper, and, consequently, the price of labour, in our mines at home? Had "Y. Z." confined himself to this point, or had Mr. TREFFRY joined issue on the more extended view taken by "Y. Z.," the letters would have been less prolix, and some conclusion would have been arrived at, while at the present moment each claims the laurel of victory, and considers himself right—of course, at the same time, pronouncing the other wrong.

We have already observed, the opinion held by "Y. Z." is—"that the produce of our copper mines has reached its maximum;" and further, that "unless some great simplification of unwatering our mines be discovered, it is useless to hope that many of the present old deep mines can escape the fate of Dolcoath, Wheal Unity, and Wheal Towan." It is somewhat surprising that no Cornishman has attempted to rebut the representations made by "Y. Z.," which might be so easily done, without involving the writer in the question of foreign ores, for it is notorious, in these, and many other deductions at which "Y. Z." arrives, he assumes false premises, on which he bases his arguments, so as to suit the purpose he has in view, in combating the statements of Mr. TREFFRY.

With the view of proving that Mr. TREFFRY is incorrect, in attributing the fall in the standard to the importation of foreign ores, "Y. Z." states, that the ores sold by the Fowey Consols Mine (being that cited by Mr. TREFFRY), from the period of the first workings in 1822, up to 30th June in the present year, averaged a standard of 105l. 8s., whilst the average standard in 1838-39-40, for ores from the same mine, was above 106l., and for 1840 the average standard has been "only 1 per cent. below what all the ores have fetched since the working of the mines," from which he assumes that the profits realised in the early period of its working were excessive and unjustifiable, and that a diminution in the profits, at the present time, or a reduction in the prices paid for labour, is attributable rather to the excessive produce obtained formerly, than to any reduction in the standard. "Y. Z." then proceeds to show, that during the last ten years, compared with the like term preceding, the produce of the copper mines of Cornwall has increased 28 per cent.—such increase being since foreign ores have been imported to any extent—while the standard has only fallen 2 per cent.; the quantity of copper ores raised in the ten years ending June, 1830, being 1,134,219 tons,

yielding 90,548 tons of copper, the value of the ores sold being 6,965,795*l*., and the average standard for that period 111*l*. 15*s*. The returns for the past ten years, ending 30th June, 1840, are then given:—Ore, 1,447,657 tons; produce in copper, 116,204 tons; amount, or value of ores raised, 8,720,698*l*., at an average standard of 109*l*. 8*s*.—giving an increase of 313,440 tons of ore, or 25,660 tons of copper, and 1,754,490*l*. in money, being an increase, as before-mentioned, of 28 per cent. in ten years; and yet, with such increase, "Y. Z." tells us, "that the produce of our copper mines has reached its maximum." Such are the principal features of the first letter in reply to Mr. TREFFRY. We hope next week to be able to take up the subsequent correspondence on the part of "Y. Z.," which, although written at considerable length, contains so much of a personal nature as to divest it of general interest. We shall confine ourselves to the main points, and more especially to the statistical statements, which will be immediately followed up by Mr. TREFFRY's reply.

It is with pleasure that we again invite attention to the communications which appear in our columns, on the important subject of the ventilation of our coal mines, which increases in interest in each succeeding Number. Although the observations made by our numerous correspondents cannot be said to embrace any novel feature, yet it is gratifying to know that they have been the means of disseminating information far and wide, and have concentrated in one focus that practical knowledge which the respective parties possess—at the same time, that the subject has been treated as one possessing claims on all whose philanthropy and sympathy for the unfortunate sufferers, and, in many instances, their bereaved families, is thus called forth.

We this week are favoured with a further communication from Mr. M. DUNN, accompanied by a diagram,* which we are glad to find is intended only as the introduction to a series of letters, which we feel assured will be perused with anxious interest, and will, we trust, elicit from others a continuation of correspondence on so vital a question. Practical observation has done much to point out the modes which may be resorted to, so as, in a great measure, to avoid the perils to which the collier is subjected, while it must be admitted, we are indebted to the scientific researches of many eminent men, for the information we possess with respect to the gases, and it is to them we are chiefly to look for the result of their labours, in offering suggestions which may be adopted by the practical miner. Mechanical means may, and will, do much to effect the object, and where care and caution is observed, where the viewer is not only competent, but is prompt in his attention to the duties which devolve on him (and what duty can be more sacred than the preservation of life?) we believe that the accidents would be comparatively few. In most cases, we find that those only who could tell the tale are the unfortunate sufferers, and it is from most imperfect evidence that any conclusions can be drawn, except that of the existence of fire-damp.

The communication of "A Workman" is a sensible letter, and boldly puts forward a fact which is disgraceful to human nature, but which, we lament to say, is, nevertheless, too true. There is not that liberality on the part of the viewers which we should expect to find characterise them. It may be the frequency of accident makes them callous to all those feelings which render man estimable, while, we fear, there is too much truth in the saying, that they are afraid of "throwing away their bone;" and it is the more surprising to find this feeling exists equally on the part of those who have risen from the "ranks," as with the class of agents who, to use our correspondent's phrase, are "college bred," and "who are sometimes found to undervalue the practical education which can only be obtained amidst years of toil in the mine."

Another intelligent correspondent, "J. R. P.," leads us to hope that his communication will be followed by others (illustrated by diagrams) describing the various methods or plans resorted to, leaving, as he states, "the subject to the skill of others for improvement." The thanks of the mining community at large—and more especially the working miner—are especially due to those who thus labour in so holy a cause, and who, we trust, will reap an ample reward, while we trust the result of the inquiries to which this discussion is likely to lead, will immortalise the name of him who shall discover the means of destroying, or rendering innoxious, so deadly an enemy. We shall continue to keep attention alive on the subject, and have again to impress on all who are conversant with the ventilation of mines, to lend their aid, however humble it may be, in the achievement of an object possessing so many claims.

LATEST INTELLIGENCE.

CORNWALL, OCTOBER 15.—There was no sale of copper ores this day. Average standard of sale on the 8th instant, 114*l*. 7*s*.—Produce, 8¾.—Price, 7*l*. 5*s*.

MARAZION, OCTOBER 10.—The number of pumping engines reported this month is fifty-five. They have consumed 3440 tons of coal; and lifted 34,000,000 tons of water ten fathoms high. The average duty of the whole is, therefore, 55,000,000 lbs. lifted one foot high by the consumption of a bushel of coal.

PRICES OF SHARES IN BIRMINGHAM.—London and Birmingham Railway, 159*l*.; Great Western 80*l*.; Birmingham and Gloucester, 73*l*.; North Midland, 80*l*.; Manchester and Leeds (half-shares), 34*l*.; London and Brighton, 29*l*.—Birmingham and Staffordshire Gas, 74*l*.—*Midland Counties Herald*.

PRICES OF SHARES IN LIVERPOOL.—Great Western Railway, 90*l*.; ditto (half-shares), 44*l*. 15*s*.; Manchester, Bolton, and Bury, 33*l*. 5*s*.; Eastern Counties, 8*l*. 17*s*. 6*d*.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 8th inst., was as follows:—Silver coin to Hamburgh, 43,400 oz; Rotterdam, 49,000 oz.; St. Petersburgh, 309,000 oz.; Macao, 59,233 oz.—Silver bars to Hamburgh, 3350 oz.; Rotterdam, 3000 oz.; St. Petersburgh, 20,259 oz.—Gold bars to St Petersburgh, 725 oz.—Gold coin to St. Petersburgh, 1375 oz.

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM JULY 21 TO OCTOBER 13, INCLUSIVE:—

LIABILITIES.		ASSETS.	
Circulation	£17,231,000	Securities	£22,782,000
Deposits	6,762,000	Bullion..	4,145,000
	£23,993,000		£26,927,000

Downing-street, October 15.

* We intended Mr. M. Dunn's letter for insertion in our present Number, but have been unable to get the plan engraved in time.

ORIGINAL CORRESPONDENCE.

ON THE DUTY PERFORMED BY CORNISH STEAM-ENGINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I noticed in your valuable Journal of the 19th ult., a statement of the experiments tried on several engines in Cornwall, for the purpose of satisfying the deputation from the Dutch Government of the correctness of the monthly reports of duty stated to be performed by the engines in Cornwall. Of the accuracy of these experiments I have no doubt—having myself tried similar experiments, and knowing that a trial made for a short period may exhibit the extraordinary results stated. I think, however, for practical purposes—for the promotion of which your Journal appears to be a most strenuous advocate—the average duty performed for twelve months would be a better criterion of the advantages to be obtained by adopting the Cornish system; at any rate, I trust the following comparative statement of the duty performed by several engines, from Sept., 1839, to August, 1840, inclusive, and the duty done in short trials, will prove interesting to some of the readers of your Journal:—

TABLE.

Engines.	Diameter of cylinder.	Duty reported as performed during a six hours trial.	Average duty performed during twelve months.	Aver. coals per hour per horse power.	Greatest duty reported in one month.	Lowest duty reported in one month.	Variation in duty.
	Inches.	lbs. lifted 1 ft. high	lbs. lifted 1 ft. high	lbs.	lbs. lifted 1 ft. high	lbs. lifted 1 ft. high	per cent.
Fowey Consols—Austen's	80 single	122,731,766	81,044,609	2·29	85,280,957	76,932,755	10 8-10th
Wheal Vor—Borlase's	80 ,,	122,300,593	79,635,245	2·33	85,935,814	73,844,359	15 1-10th
Wheal Darlington	80 ,,	79,257,673	76,971,173	2·43	84,042,418	70,399,348	19 3-10th
Charlestown United Mines	50 ,,	53,812,373	52,730,967	3·51	56,469,646	43,177,429	24 1-10th
Ditto stamping engine	32 ,,	60,525,000	54,373,816	3·40	59,359,944	51,149,413	16 8-10th
Wheal Vor ditto	36 double	50,985,000	53,196,364	3·48	56,274,023	48,135,966	16 9-10th
The Cornish engine at the East London Water-works, Old Ford, designed and erected by Mr. W. West	80 single	118,332,473, 6 hours trial, April 24, 1839	77,316,717	2·40	82,299,347	69,765,678	19 3-10th
A Boulton and Watt engine, on the same works—boiler, cylinder, &c., clothed with Borradaile and Whiting's patent felt, and pumps fitted up with Harvey and West's patent valves	64 ,,	—	35,000,000	5·38	—	—	—

As regards the duty stated to be performed by the single engines, in the foregoing table, no comparison, excepting a very vague one, can be made, as the arrangement of the pumping machinery in one may, necessarily, be such as to cause more friction than in another; and thus the engine representing the greatest duty may, in fact, be inferior to that *reported* as doing the least: these remarks refer particularly to the pumping engines. Again, the quality of the coals is a most important matter for consideration. The coals used for the engines in Cornwall are generally Welsh coals—the best that can be obtained—while the coals used for the East London Water-works engines were the refuse of Newcastle coals—after having passed through a sieve, whose meshes were not wider apart than three-fourths of an inch, and, consequently, the chief portion were very small, approximating to dust; the low price, however, renders it the most economical coal for use in London. Again, the friction of the pump-work of the East London is much less than that of any of the engines in Cornwall before quoted, and, with the same quality of coals, would, consequently, show a much greater duty. It must also be borne in mind, that, *cæteris paribus*, the duty will be less in an engine of small size than a large one—the friction being directly as the diameters, and the power as the squares of the diameters of the cylinders.

As regards the Boulton and Watt, or low-pressure engine, quoted above, it should be observed, that it generally works about one-third expansive—that about 15 per cent. of the duty is due to the introduction of those excellent valves, patented by Mr. Nicholas Harvey and Mr. Wm. West; and that 25 per cent. is due to the complete cloathing of the boiler and flues, and casing of the steam-jacket, top of cylinder, nozzle, and steam-pipes, with Messrs. Borradaile and Whiting's patent felt—with the ordinary valves, and with the boiler and cylinder, &c., exposed, or not clothed—the duty attained did not exceed 24,138,000 lbs. lifted one foot high, and the engine required 7·68 lbs. of coals per hour per horse-power.

An inspection of the table will show how little reliance is to be placed on short trials, for, in the same engine, the variation in duty, during twelve months regular work, is very great; and taking the Wheal Vor stamping engine, the duty done during the short trial was less than the average *reported* duty for twelve months.

The average number of engines reported by the Messrs. Leans', during the twelve months, referred to in this letter, was equal to 54⅓th; the coals consumed by them equal to 51,887 tons, and the average duty performed was equal to 54,875,000 lbs. lifted one foot high, while the average duty performed by the best engine was equal to 81,088,669 lbs. lifted one foot high. Now, if all the engines in Cornwall were made upon the same plan as that of the best one, the saving in coals would be very great—making an allowance for the varying diameters of the cylinders, and, for that purpose, assuming the average duty to be only 75,000,000, then, upon the fifty-four engines reported, the saving would be equal to 13,923 tons of coals annually: thus—

Duty. Tons coals. Duty. Tons coals.
75,000,000 : 51,887 :: 54,875,000 : 37,964
51887 — 37964 = 13923.

What the saving upon the whole of the engines in the county might be, I cannot say, as, unfortunately, fifty-four only are reported; and this is much to be regretted, as there is very little doubt that the laudable rivalry incited amongst Cornish engineers, by the publication of Messrs. Leans' "Monthly Reporter," has done as much to place the Cornish engines in the position of superiority they now hold as any thing else—and as the value of the system adopted in the working of the best engines in Cornwall is now more generally appreciated than it was a few years back, it behoves the Cornish engineers to continue their exertions as strenuously as, if not more so than, before, that they may continue to keep their high place amongst the steam engineers of the kingdom.

I am afraid, Sir, I have made this paper too lengthy, but h[...] engaged for some time past in a series of practical experiments, c[...] for long periods, which I hope shortly to complete, and finding, [...]perience, that little reliance can be placed upon trials of short durati[on] could not abstain from expressing my opinion upon the trials in questi[on]. After all, the average quantity of coals consumed per annum is th[e] question that affects the proprietors' pocket, and this should never be lost sight of, whether in Cornwall, London, or Holland. I cannot conclude, without acknowledging, through your Journal (if you will allow me), the great liberality of the Cornish engineers in always readily affording information, and to this I can bear personal testimony.

I am, Sir, your obedient servant,

Old Ford, Oct. 5. THOS. WICKSTEED, Civil Eng.

[We are obliged to our correspondent for his communication, and concur fully in the view taken by him; at the same time, that it affords us pleasure to avail ourselves of the opportunity of recording our testimony, in common with that gentleman's, to the "great liberality of the Cornish engineers," who are "one and all" ready at all times to afford information.]

ON THE BEST METHOD OF VENTILATING COAL MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As the question on the best method of ventilating coal mines is one of very great importance, I here offer a few remarks on the subject. When two shafts, or pits, are sunk down to a coal mine, and a road cut through the mine from one to the other, the air that fills this road becomes rarified from the heat of the coal and minerals surrounding—consequently, ascends one of the shafts, just like a chip of wood when immersed in water, and from the same cause—the shaft that is least in depth being that which the air generally ascends, from an obvious reason. Thus we have a process of ventilation going on, so long as the materials at the bottom remain, at a greater degree of heat than the air at the surface of the earth—which current of air is more rapid the colder the air is at the surface (a well-known fact amongst miners, that the current of air is greater in winter than summer); the fire damp, or hydrogen gas, that issues out of the fissures of the coal, or minerals either above or below the coal, gets mixed with the agitated air, and is carried up the shaft as fast as it evacuates itself, leaving the road between the shafts clear and safe. This is the principle on which ventilation is built. A fire placed at the bottom of one of these shafts would heat the surrounding materials also a considerable way up the shaft, and, as the air passed, part of it would be consumed by the fire; the other, and by far the greatest part, would become rarified by passing the fire and heated materials, so ascend rapidly up the shaft—at the same time the surrounding air would rush down the other shaft to supply its place. Thus, a fire placed at the bottom of one of the shafts is only a more powerful substitute for the natural process; it is also evident, that the bottom of the shaft is the most proper place to put a fire—and those who doubt this have only to make the experiment to be convinced.

Having thus got a current of fresh air, we have only to direct its course through the various workings to carry away the gases as they evacuate themselves; but before I describe any method for doing this, let me show how the shafts are got down, also how the road is cut between them, which is generally a troublesome piece of work to manage. Shafts may sometimes be sunk to a considerable depth without experiencing any difficulty or danger from the damps or gases, but when these present themselves, recourse must be had to some method for removing them away. The general way in this part of the country is to partition a small segment of the shaft off by means of boards, or, otherwise, to introduce pipes, made of boards, about a foot, or a foot by sixteen inches, aperture, down the shaft, carrying the partition or pipes along with them as they proceed in sinking, till they reach the mine; this partition, or the uppermost pipe, when pipes are used, is bent at the top, and carried in an horizontal direction to a little distance from the mouth of the shaft, where a chimney is erected, and a fire kindled at the bottom of it, similar to that mentioned by Mr. "X.," which causes a current of air to descend down the shaft and up the partition, or pipes, to the fire, then up the chimney, carrying away the damps or gases, as before described. Now, having a double road down the shaft for the ingress and egress of the air, answering for a time as two shafts, the cutting of the air or wind-road is then commenced. This road is cut double—that is, two roads are cut at the distance of about six feet from each other, and every three or four yards a cross-way is cut through between them—the pillar or coal left between serving as a partition—the air coming down the shaft going up one of these roads, turning through the opening or cross-way between them, then down the other road and up the partition, or pipes, to the fire. In this way the work proceeds till it reaches the other shaft—the miners always building one opening up as soon as they have cut another through. I may here remark, that while they are cutting the three or four yards, also the opening between, they are obliged either to let their candles remain at a distance behind them, or, otherwise, use the Davy lamp—the Davy lamp is generally used on this occasion.

The methods of working coal mines are various, depending on the nature of the mines themselves, but more especially on the roof; there are, however, three essential points to be aimed at, the accomplishing of which depends on the skill of the manager. First—he must aim at getting as much of the mine out as possible, at the least expense, without injuring the workmen. Second—at keeping a good road free from wet and dirt, for the conveyance of the coals from all parts of the workings to the shaft. Third—at the greatest safety to the miners, from the roof and other things, but more especially from the damps or gases. He who has accomplished these deserves the name of manager. It may be thus conceived, that as the mines, and especially the roofs, vary, the methods of working and ventilating them must vary also—but all methods that have fallen under my observation bear some analogy to one another. By driving the roads double, as before described, the waggon roads may be cut with safety; but when the open, or wide working, as it is called, is commenced, it is then a little different—but these kind of workings should be so conducted as to have a current of air passing through them. The language of miners being local and various, for they call things by different names in every county, and, even in the same county, a description of the method for carrying the air through these kind of workings, without the aid of diagrams, will not be so well understood. If you can allow me the use of diagrams, I will, in a future paper, give a description of a few of the methods resorted to—at the same time point out which way accidents generally occur, leaving the subject to the skill of others for improvement.

I remain, Sir, your obedient servant,

Wigan, Oct. 1. J. R. P.

[It is pleasing to find that the subject of ventilation of mines continues to excite interest, and to elicit from practical men observations which cannot be otherwise than useful, and will, we feel assured, be duly appreciated. Where the question is one so momentous, as affecting not only the interests, but the lives, of thousands of our fellow-creatures, it is gratifying to see parties thus coming forward to offer their mite towards the dissemination of knowledge on a subject so imperfectly understood. If our correspondent, "J. R. P.," will favour us with the diagrams, we shall be better able to judge whether we can render them in our columns; he may, however, rest assured that, if practicable, they shall appear, for it is our object to elucidate the subject in every way which our means will enable us.]

QUESTION OF PATENT RIGHT—USE OF ANTHRACITE IN THE MANUFACTURE OF IRON.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Your paper of the 26th ult. did not come under my notice in time to reply to the questions you therein put to me in last week's Journal—I now do so in as few words as possible. You say—"Will that gentleman inform us what was the opinion he entertained of the 'genius and industry' of Mr. Crane when he signed the requisition, some two or three years since, inviting Mr. Crane to a public dinner, to congratulate him on the success of his patent?" As to Mr. Crane's genius, I decline giving any opinion—as to his industry, I think he deserves great praise. I think so now, just as I thought three years ago. As an anthracite proprietor I readily joined in paying him a compliment, which I considered might be fairly offered by such persons as were interested in the same, in consideration of his perseverance in the cause, and bringing his experiments to a successful issue—but certainly not on the success of his patent. I did not then think he was entitled to a patent—neither do I now—so that my opinions are not changed, nor has any new light broken in upon me from the pressure from within or without.

As to "W. M.'s" letter being a trap—with all due deference, Mr. Editor—I think it behoves you to prove it is such; and, until you do so, I do not think you will find many persons to agree in so stale a trick. If

information to you, I will just give you a hint as to who " W. . I am credibly informed he is one of a family, another of whom amined as a witness by the plaintiff, in " Crane v. Price "—ver- sat.

You also say—" And if we mistake not, that gentleman's partizanship in favour of the Neath Abbey Company was evinced by his visit to London to give evidence in the cause. If we are right in our supposition, that such was the case, we would ask that gentleman—is it even decent to appear as a contraversialist in discussing the merits of a question, the legal construction of which is mainly to depend on the evidence which may be afforded by himself and other witnesses ?" In the first place, you are not " right " in your supposition—consequently you must be wrong in grounding an argument upon no better foundation than what I must consider a wish of your own. I never did at any time go to London to give evidence, or ever think of such a thing—neither was I in London when the cause was tried. Moreover, I never had any communication with Mr. Price or his legal advisers, directly or indirectly, upon the subject.

I think, upon reflection, you will be candid enough to admit you owe me an apology for the following words :—" We would ask that gentleman—is it even decent to appear as a controversialist ?" &c.—founded as it is in error. But for this observation I should not have troubled you with a reply, which, under the circumstances, I am entitled to request you will insert, after which I shall be quite willing to submit to the ordeal of public opinion. I am, Sir, your obedient servant,

Thornhill, Oct. 5. W. Long Wrey.

[Mr. W. Long Wrey's letter will speak for itself, and we are not disposed further to carry on through our columns a controversy which, in the first instance, we deprecated. We thought " W. M.'s" letter uncalled for, while every body but the writer, we believe, admits that the one bearing Mr. Hooper's signature was, to say the least, impolitic, and by no means creditable to him as a professional man ; and, as to the long letters of Mr. Wrey, we should have been better pleased, as we have before observed, had he written more generally, and not have stooped to use expressions which aided not his cause. " He who plays bowls must expect rubbers ;" and when we found our correspondent going out of his way to make a gratuitous and uncalled for attack on Mr. Crane, we felt it our duty to express the opinion we entertained. Mr. W. L. Wrey denies the suppositious case on which we based our conclusions. The memory is sometimes treacherous, and that it is so in the present case is quite clear. However, we will give our authority—our information was derived, not many miles from the anthracite district, some eighteen months ago, from Mr. W. Long Wrey himself. We do not pretend to recollect the words, but the substance was impressed on our memory, and the effect produced by the communication was conveyed to others. Is Mr. W. L. Wrey now satisfied ?]

ON THE VENTILATION OF COAL MINES.

TO THE EDITOR OF THE MINING JOURNAL.

" Grateful as I am to that Good Being whose bounty has imparted to me this reasoning intellect, whatever it is, I hold myself proportionably indebted to him from whose enlightened understanding another ray of knowledge communicates to mine."

Sir,—As one of your numerous readers, I beg to say I am thankful to you for your several articles, and those of your talented correspondents, " On the Ventilation of Mines," which have from time to time appeared in your valuable Journal. And as you specially invite practical men to throw down the pick and wield the pen occasionally, I shall, with your leave, offer a few remarks on what has been advanced on the subject. It appears that your correspondents agree that the majority of accidents occur through the ignorance and carelessness of the men, in the absence of the " viewers " or " underlookers "—although, strange to say, the only remedy they suggest is a superior education for these agents. To remove the ignorance of the workmen, it would appear to them, is either not desirable or impossible. As to the latter—I can only say, from my own experience, in endeavouring to explain to my fellow-workmen the system of ventilation, principles of the steam-engine, and mode of getting through " troublesome ground," &c., to those who had studied science less than myself, I never, in almost a single instance, found any want of capacity (so to speak) to understand these matters ; indeed, the very simplicity of the arrangement was, with them, the greatest difficulty to be got over—consequently, were they encouraged to reason and reflect on these subjects (even with the small amount of education, so called, attainable by the many), they would soon perceive that accidents *were not accidents*, but proceeded from fixed causes, which a little precaution could easily avert. But how stands the case in general ? Do engineers and viewers endeavour to enlighten their subordinates, and workmen employed under them ? Quite the contrary ; they, in vulgar phrase, would be called " throwing away their bone." " Keep as many down and in the dark as possible," is the motto ; and although it may cause surprise, it is no less true, that the prejudice against the diffusion of knowledge is as strong, if not more so, among those " captains " who have risen from the ranks as among those who are " college bred," and who are sometimes found to undervalue the practical education, which can only be obtained, amidst years of toil, in the mine.

To me it appears very fine talk, indeed, for men to speak or write about " philanthropy," " humanity," " sympathy for the poor," while their views are that the " pickman's " end to live is—that he may get a living. This, I presume, is not as it ought to be—to make men better and happier, and property more safe, in every sense of the word, there must be a general diffusion of knowledge ; and when men of property and intelligence become less selfish—or more so, if you please—they will see it to be their interest to encourage the improvement of the mind, and not alone look to the animal wants and necessities of those they employ.

I do not undervalue the communications of your correspondents, because they contain nothing new. I shall, however, endeavour to set them right, where, from practical experience, I conceive they are incorrect. First, then, I consider it questionable, whether a chimney stack of ordinary dimensions, at the top of the upcast, as alluded to by your correspondent " X.," would be equally efficient with a furnace at the bottom, the objects being, not to " consume " the air " immediately in contact with it," as another correspondent has it, but to rarefy, or make light, that portion which goes through the furnace, so that a larger volume, intermixed therewith, will more quickly ascend the " upcast shafts," and, as a matter of course, be replaced through the works by a supply of fresh air from the " downcasts." I remain, your's, respectfully,

October 6. A Workman.

" A Workman," judging by his letter, is far more competent to execute the duties of " a viewer " than some viewers are to perform those of the workman. Our correspondent is perfectly correct in his observation on the jealousy existing generally on the part of the " captains," or " viewers," and the desire they manifest to keep to themselves any little knowlede they may have acquired, whether " college bred " or " risen from the ranks." We know, from personal experience, when canvassing in the county of Cornwall the merits and advantages which might be calculated upon from a " School of Mines," the determined feeling which generally pervades the agents, in opposition to any measure which may in the slightest degree tend, as our correspondent observes, to the chance of their losing " their bone," which they take good care not to " throw away." We have to thank " A Workman " for his letter, and if, for the first time, we are indebted for a communication, we can only say we shall be glad to hear from him again.]

ENGLISH MINING ASSOCIATION—MR. DUNCAN CAMPBELL.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I have ever been an advocate in favour of allowing the fullest publicity to be given of the transactions of public companies, and always voted for the admission of your reporter at the public meetings of the mining companies over which I had any control. I also consider that so long as you fairly report the proceedings of such meetings you are fully entitled to do so, however they may occasionally be grating to the feelings of individuals. I have myself, more than once, had the honour of holding a conspicuous situation in your columns, but, as the personal attacks made upon me were not your own work, I did not feel it necessary to notice them. You have, however, travelled beyond the line of a reporter in the paragraph which you have inserted in the Journal of Saturday, the 10th inst. ; and as it insinuates that I took, as director of the English Mining Association, monies to which I was not entitled, in the same way as that charged against Sir Thomas Turton, it is necessary that I should call upon you for an explanation.

I am, Sir, your obedient servant,

5, Adam's-court, Oct. 12. Duncan Campbell.

[We are at all times anxious to be put right, where we may inadvertently fall into error, but, in the present instance, Mr. Duncan Campbell has not condescended to state the facts of the case to which we adverted, and in which, if we remember aright, he cut so conspicuous a figure, but requires from us " an explanation." He shall have it. We refer that gentleman, then, to the columns of the *Mining Journal* of the 18th of April last, containing a report of the proceedings at meetings of the proprietors of the English Mining Association, in which company, we believe, as in the case of the United Hills Mine, Sir Thomas Turton and Mr. Duncan Campbell were co-directors. He will there find reported the observations which fell from the several speakers who took part in the discussion, and, we can only repeat, that it does appear to our simple understanding a " something of the kind." True it is that some of the circumstances were different, but the main feature in both cases is the improper appropriation of the funds of the company—it being represented that Mr. Duncan Campbell was not a proprietor at the time of his receiving salary as a director ; and some other little matters were brought under the notice of the meeting. We believe some compromise was made. If Mr. Duncan Campbell wishes further " explanation," we will look over our notes on the proceedings in the British Tin Mining Company, &c. &c.]

ON THE PRESENT MODE OF AIRING MINES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—As you seem to invite communications on this important and vital subject, I am induced, whilst

" The high, the lofty of the earth,
Who deem us but of little worth,
And wonder why we had our birth,"

are striving to kill time, to write a few more lines for men of vision, as most of your readers are. I am neither a theoretical nor a practical miner, but I have been an adventurer in mines. I do not wish to ape the man of science, or profess to " see further into a mill-stone than the man that picks it ! "—" a scribe, by trade," Mr. Editor ! These remarks are made lest any of your controversial correspondents, descending to unworthy personalities, should taunt me on account of my ignorance of the terms of art, or of the soul-cramping vocabulary of science. * * *

The working miner is too frequently a reckless kind of being ; if he can have light in his dismal caverns that will do, though the frizzing fat of his poor victims (candles) drops unburnt to the ground. He forgets, whilst he drags out a miserable existence, where

" Hot and cold, and moist and dry,
Alike contend for mastery,"

and whilst he feels, like one sent to perdition before his time, that pure air is the element of man, as water is of the fish. Without it they die before nature decrees, whilst science and art become the ministers of death. Mines, manufactories, chemical laboratories, and other dens of the timed slave—the poverty scourged freeman—all more or less deprive man of his native element, whilst contractors for works, for less than it should be done, hire drivers to cry " make haste ! " Let him, by all means, for the benefit of his employers as well as himself, have a bellyfull of the vital aliment, that costs you nothing. You may thus save your drams of degradation, ruin, dismay, and death, which spirit men up to " borrow strength from Nature's bank only to pay it back with interest." Are not sudden heats and sudden colds enough ? Is it not enough that he lies nightly shivering on his straw pallet, with little else but his wet clothes to keep him warm enough to respire, and toils for you whilst you are stretched on beds of down ? Mine agents and mining adventurers have paid too little attention to the atmosphere of the miner. He lives " fast," and dies early—gallops up and down a dark and deep perpendicularity to breathe alternately the " damp " of death and the breath of life. " Knowledge and religion should remove the evils which afflict society." It is a penny wise and pound foolish economy, and the drunkard's drink, that make all parties so indifferent. But there are Christian mine agents—there are merciful adventurers—there are sober and reflecting working miners—and to them we will appeal in our next. As water poured into a glass displaces atmospheric air, so does the foul gas generated in mines, which may be emptied from glass to glass, as I have seen other gases, therefore pump the foul air out, with a double circular bellows, or other apparatus, with pipes and leaders, or the atmospheric pressure of 15 lbs. on the square inch will keep the mine full, as " Nature abhors a vacuum." The foul air to be discharged at a lower depth outside than the top of the shaft, to which a pipe may run along the ground, otherwise the heaviest air would flow down again. I remain, Sir, your obedient servant,

Penzance, October 4. Alfred T. J. Martin.

[Our correspondent will observe that we have taken some slight liberties with his communication, in expunging expressions which appeared to us extraneous, and involving other questions than that to which attention is more particularly directed. As they do not affect the other portions of his letter, we doubt not but that he will approve of the course we have adopted.]

THE TIN TRADE—QUANTITY OF TIN RAISED.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I shall feel obliged to " A Tin Miner " if he will investigate the following statement, which he has promised to do, and candidly say if he has any means of proving it incorrect. I have taken his own foundation—viz., the last official year of coinage—and which I must give him credit for, as there can be no mistake in the quantity coined, nor is there any difficulty to ascertain it correctly.

The *Mining Journal* states the number of blocks coined from June, 1837, to June, 1838, to be 30,168, which agrees with an account handed me by Messrs. Beckerley and Henwood at each quarterly coinage, and which account I have before me in their own hand writing, both as regards Wheal Vor as well as the whole quantity—Will he dispute this ? The quantity of black tin sold by ticket is copied from the *Mining Journal*, and if he wish it I will give him the name of the mines from which it was sold.

30,168 blocks, at 3 cwt. 2 qr. 8 lb., is	5385 tons
Number of blocks coined by Wheal Vor 2617, at 3 cwt. 2 qr. 8 lb.	467 „
	4918 „
Black tin sold by ticket, 4086 tons, at 13¼ produce	2707 „
Leaving	2211 tons

to be accounted for. I will thank " A Tin Miner " to say from what source could this arise—can it be from any other than private sales ?

After I have an answer to the above, I intend to bring forward the statement for the following year, and so on to the year ending June, 1840, as it appears from his own letter, that it is " A Tin Miner's " object to arrive at the truth, which is my particular wish also. I can assure him that the quantity of tin has increased since the last year of coinage, and is still increasing ; as a proof, the quantity of black tin sold by ticket in that year was 4086 tons, and Wheal Vor adventurers coined 467 tons of white tin ; now, for the year ending June, 1840, the quantity of black tin sold by ticket was 4862 tons, and Wheal Vor quantity is 680 tons of white tin—showing an increase of nearly 20 per cent. on the former, and full 45 per cent. on the latter. After this, how can he assert that the quantity is not increasing ? Facts are stubborn things—honesty is the best policy—if a man commits an error it is but honesty for him to acknowledge it.

I am, Sir, your obedient servant,

Truro, Oct. 15. J. J.

SAFETY ROTATION RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Having noticed in your valuable Journal of Saturday last, an abstract of a paper read by Mr. J. I. Hawkins, respecting the Safety Rotation Railway, before the British Association, at Glasgow, I take the liberty of making a few observations thereon. I am far from presuming to impugn the correctness of the calculations of an engineer of so long standing, so talented, and scientific, as Mr. H., but having made experiments, which do not exactly agree with the same, I beg leave respectfully to submit the following remarks :—

I am well aware that the calculations made by Mr. Hawkins are perfectly correct, upon the data on which the same are made, but as they do not correspond with actual experiment, a different data must be sought for, which I consider to be the following :—It is well known, that to put a body being at rest in motion, requires more power than to keep up the *momentum* when once the velocity is given to it (at least, until it arrives at that point where the friction and resistance of the atmosphere would be equal to the moving force) ; and it is also well known, that when a body at rest is put in motion with any given velocity, it would keep on for ever at the same speed, were it not for the friction and resistance of the atmosphere it meets with, so that a wheel revolving on its axis (without any other contact), when put in motion with a given velocity, requires only the friction on the axle to be overcome (besides the resistance of the atmosphere), which is very trifling when the wheel is only half a hundred weight, and the axle nicely turned, and fitted into the plummer block, and running in oil ; and I find by experiment, that it takes no more power to keep up the *momentum* (the bands working upon a pulley one foot in diameter only) than it does to put them in motion when acting upon the peripheries of wheels of three feet diameter—consequently, the pulley being only one-third the size of the wheel, the band is moving with only one-third the velocity of its periphery, and therefore requires only one-third the power to keep up the *momentum*, from which it may be inferred, that (taking into account the resistance of the atmosphere) one-half only of the power mentioned by Mr. Hawkins will be required to turn the mile of wheels. Mr. Hawkins, I conceive, is also calculating on erroneous data, with respect to the tractive force, because the weight would not be running on level rails (at rest), but upon wheels already in motion, to which the required velocity had been given, so that there would be a double *momentum*, reducing the force of traction in proportion.

By giving the foregoing remarks a place in your paper, you will much oblige, Sir, your obedient servant,

Camberwell, Oct. 12. The Patentee.

[We are disposed to think that Mr. Hawkins, as a cautious man, adopted data on which he could speak with confidence, and, although Mr. Rangeley may be more sanguine (as patentees generally are) of the powers of his invention, yet we should be disposed to take the estimate of Mr. Hawkins, who, if he has erred, would appear to have done so on the safe side. We should be glad to learn whether the " actual experiment " referred to by Mr. Rangeley was on a working and practical scale, or only with a model, and pen and ink calculations, which are not at all times to be relied upon. As the Rotation Railway is to create a revolution in the railway system, we should be glad to learn that measures had been taken for testing its merits, by the construction of a short line. The disadvantage under which the patentee labours is, that the principle cannot be applied to the present lines, and that any experiment must, therefore, be attended with a heavy cost. We shall readily give insertion to any letters on the subject, which is one deserving of attention on the part of railway engineers and the railway public.]

AN IMPROVED PLAN OF VENTILATING MINES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Having observed, through the medium of your valuable Journal, various letters on the ventilation of mines, and observing the sympathetic interest manifested by yourself towards the mining population, I am happy to be able to introduce to your notice an invention which has just been brought out under her Majesty's letters patent, of the greatest simplicity, but producing the effect which all your correspondents appear to consider the most important—that is, the extensive circulation of air through the mine. The invention is founded on the law of motion, and cohesion of matter—is applied at a very small expense, and, by withdrawing the foul air out of the mine, a supply of pure air from the surface of the earth takes its place, and a circulation is produced three or four times greater than by any other means yet presented to the public. It is my intention to visit the mining districts immediately.

I am, Sir, your obedient servant,

London, Oct. 14. S. Carson, Patentee.

[Mr. Carson has promised to furnish us with a detailed statement of his invention, together with a plan, which we shall have much pleasure in submitting to our readers.]

BRITISH ASSOCIATION AND THE HAARLEM LAKE.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—At the late meeting of the British Association at Glasgow, some interest was excited in the department of mechanical science by allusions made to the draining of the Haarlem Lake in Holland, and the production of the model of a scoop proposed to be employed for that purpose.

In the statement of the proceedings as given in the public journals, a well-known engineer has expressed an opinion that the draining of this lake could be accomplished by the application of a Cornish engine of from 200 to 300 horse-power, attached to a scoop of thirty feet square, the one end of which was made to move on the centre. In the bottom of this scoop which requires to be curved, are to be several valves opening upwards on the side nearest the engine. In other words, such a scoop is to form a sort of an immense sieve fitted with valves. We are then informed that the engine of this great power, 200 to 300-horse, will be able to lift seventeen tuns of water each stroke, and make seven or eight strokes a minute.

Any authentic data on so vitally important a subject as the draining the lake of Haarlem, where more than 60,000 acres of the richest land in Holland have been for so long a period of time wholly lost to the uses of man by cultivation, cannot fail to be interesting to the general reader, while supplying valuable matter for grave reflection to every proprietor of land or agriculturist in whatever country.

And as my pursuits, as a civil engineer, have lately brought me into personal communication with the Dutch commissioners on the part of the King of Holland during their stay in London, with a view to get information on the best means of carrying out their great national project, I am enabled to state that the estimated quantity of water required to be raised for draining the lake is approaching to 800,000,000 tuns, equal to about 26,500,000,000 cubic feet. A portion of this to be raised to an altitude of seven feet, a further portion fourteen feet, the residue to be discharged at a lift of sixteen feet.

To raise and carry off so immense a body of water, by water-wheels, scoops, Archimedes' screw, friction pumps, hydraulic belts, or any such machinery, would occupy an almost indefinite period of time, and prove a ruinous waste of money. The great work is, however, to be accomplished, and will supply, in its results, a wonderful addition of wealth to a most industrious people, but it requires to be set about in the best manner.

Having, as managing director of the London Patent Hydraulic Company, been called upon to direct the carrying out of works of considerable magnitude, as well for agricultural drainage, and for land irrigation, we have, on the present occasion, made a tender of our services to the Dutch Government, and undertaken to supply them with machines, which, with an effective force of steam power, shall raise 1600 tuns of water per minute, or 2,304,000 tuns of water per diem of twenty four hours ; and which machines, when in full work, will deliver, in an uniform flow, a stream of water, equal to a canal or river 225 feet wide by 2 ft. 4 in. deep. This undertaking, on our part, is founded on working data. There is nothing speculative or uncertain in it. We have been delivering for some time past, in limited local drainage, twenty tuns a minute, or 16,800 tuns per diem of twenty-four hours, one of these on the estate of Sir Robert Sheffield, Bart., where the water has to be occasionally discharged at an altitude of eleven feet, producing a constant stream nine feet wide by fourteen inches deep, and for this we employ a 10-horse engine. I am, Sir, your obedient servant,

Great Newport street, Oct. 14. John Beare, C.E.

Manchester and Leeds Railway.—Injunction.—In November last, an injunction *ex parte* was obtained by Messrs. Illingworth and Co., to restrain the directors of this company from making a diversion of the river Calder, near the Healey Low Mills, in the township of Ossett, near Wakefield, and from diverting a road leading to the mills, called Jacob-road. In January last, the company moved the court to dissolve the injunction ; and, after five days' argument by counsel, the Vice Chancellor dissolved the injunction with costs. Against this decision the plaintiffs appealed to the Lord Chancellor ; and, after a lengthened argument before him, his lordship took time to consider his judgment. On Friday week, his lordship (the court not being now sitting) transmitted to the registrar a minute of his decision, confirming the judgment of the Vice-Chancellor, and refusing the plaintiffs' motion with costs.

Opening of the Manchester and Leeds Railway.—On Monday week this important line of railway, which traverses the manufacturing districts of Yorkshire, and connects them with the wealthy and populous county of Lancaster, was opened to the public from Leeds to Hebden Bridge, a distance of twenty seven miles. The distance from Manchester to Littleborough (thirteen miles) has been open more than a year ; and the distance remaining to be completed is only about nine miles, which will be finished in such time as to admit of the opening of the entire line this year, and possibly in the course of next month. The North Midland Company, along whose line the trains run for ten miles, have engaged to work the railway at the Leeds end until the whole line shall be opened. Since this opening, the only link wanting in the chain of railway communication between Liverpool and Hull (except the small *hiatus* in Manchester) is the short space of nine miles from Hebden Bridge to Littleborough ; and the important manufacturing towns of the West Riding, Dewsbury, Huddersfield, Bradford, and Wakefield, have now an uninterrupted railway communication with York and Hull, as well as with the midland, south and west of England, by means of the North Midland, Midland Counties, and Birmingham and Derby Railways.

London and Brighton Railway.—This railway is to be partially opened on an early day in the ensuing month, which will enable the communication to be made in four hours from London to Brighton.

Great Western Railway.—This railway will be opened to Wootton Bassett before the end of the present year, and the whole line, from London to Bristol, by the 1st June, 1841.

Taff Vale Railway.—A portion of this line (from Cardiff to Newbridge and the Navigation Houses, about sixteen and a half miles) was opened to the public on Thursday week.

GEOLOGICAL SPECIMENS FOUND ON THE GREAT WESTERN RAILWAY.

[FROM A CORRESPONDENT.]

During the formation of the line, there were numerous difficulties to encounter, in respect of the number of tunnels, there being no less than five, which, of course, presented a wide field for the geologist. The finest specimens of any antediluvian remains were those of an Icthyosaurus, found in a bed of blue lias limestone, presenting the head, teeth, vertebræ, and ribs, in a most perfect state, the length being from twelve to fifteen feet. The bed of stone in which it was found was broken in half, on account of its immense thickness, for the better enabling its removal with safety. It is still in possession of the Great Western Railway Company, at Bath. Various specimens of the cornua ammonia were also found of all sizes, some of very large dimensions, and others much smaller, appearing as having just come from the hands of the gilder, being covered with a mineral crustation, and generally found in a bed of wet blue marl.

Near the foundations of an old Roman villa (an account of which appeared in your Journal at the time) were discovered the tusks of an elephant, buried about twenty-five feet in a bed of gravel, which, from its appearance, could not have been removed or disturbed for centuries; and whether deposited there at the Flood, or at some later period (most likely during the earlier part of the Roman sway in this country) must remain for more experienced geologists than myself to decide. Near the same spot was discovered an old stone coffin, formed so as to contain three bodies, being built of the oolite or Bath stone, and which upon being opened presented to view a small quantity of bones.

It has often afforded me matter for wonder, that amongst the directors and shareholders of some of our leading railways, something has not been done at the different stations for the establishment of a Museum, in which a collection of all specimens found on the different works should be kept open for the benefit of the passengers and the public in general.

THE IRON TRADE.—At the ironmasters' quarterly meeting, held in this town on Thursday last, an advance of 1*l.* per ton upon bars was confirmed. There is a brisk demand for iron generally, but more particularly for those purposes to which iron has been recently appropriated. We understand that the Scotch and Welsh houses have large orders for pig-iron for France, which, in addition to the markets usually open, will be likely to keep up prices. Some confusion was occasioned at Wolverhampton on the day previous, owing to a misunderstanding which arose between the ironmasters and the merchants and factors as to the proper day for holding the quarterly meeting. The accounts of the former were understood to have been settled during the morning, but those of the merchants and factors were deferred until yesterday, as they contended that was the usual and proper period for their settlement.—*Birmingham Advertiser*, Thursday.

THE SULPHUR TRADE.—Accounts from Palermo of the 1st of September, state that much complaint is heard of the new duty of 20 carlins per quintal for the exportation of sulphur, which prevents commercial operations. Since the abolition of the monopoly, the price of sulphur may be quoted at 18 tavi first quality, 16 second, and 13 the third, per quintal; adding to the above prices the duty for exportation of 20 carlins, the price will be 38, 36, and 35 carlins the quintal. It must be observed that the tavi of Sicily is of the same value as that of Naples.

THE REVENUE.—The quarterly official statement of the revenue, which was made up on Saturday, exhibits a comparative decrease upon the quarter, as compared with the corresponding quarter of 1839, of 531,067*l.*, and a decrease upon the year of 676,585*l.* Of the decrease on the quarter, 284,000*l.* arises from the falling off of the Post Office revenue, but there is a diminution of both the Customs duties and the Excise. The diminution of the Post Office, on the year, is 839,000*l.*, but for which there would have been an increase on the year. The decrease in the Excise is attributed to many of the Excise bills transmitted to London not falling due till after quarter day; and, not being realised, are not included in the present quarter. The whole deficiency of the Customs on the quarter is 115,129*l.*, while the deficiency in the Sugar Duties is no less than 192,425*l.*—so that, on some other branches of the Customs, there must have been an increase of 77,296*l.*

STEAM NAVIGATION.—The Royal mail steam-ship *Britannia*, Lieut. Woodroff, R.N., arrived at Liverpool at two o'clock on Thursday morning. She left Boston on the 2d instant, and Halifax at eleven o'clock on the night of the 3d, thus making the passage from Boston to Liverpool in thirteen days. The Royal mail steam-ship *Caledonia*, which sailed from Liverpool on the 19th ult., arrived at Halifax on the 30th, in ten days and a half, and proceeded for Boston. The *British Queen*, which sailed from Portsmouth on the 1st of September, arrived at New York on the morning of the 16th, having been fourteen days thirteen hours on the passage. The *Great Western*, which left Kingroad, Bristol, on the night of the 12th, reached New York on the 27th ult., the voyage having been performed under fifteen days.

THE "ORIENTAL."—This noble steam-ship (the first on the line of the accelerated East Indian mail conveyance) arrived at Liverpool on Saturday last, having made a most successful run, performing the whole distance out and home in 36½ hours less than the contract time. We learn by her log that in her outward voyage she steamed from Falmouth to Gibraltar in 122½ hours; from Gibraltar to Malta, 111½; and from Malta to Alexandria, in 95½—the whole distance (2868 nautical miles) in 13 days 17½ hours. In her homeward voyage—from Alexandria to Malta in 92½ hours; Malta to Gibraltar, 109½; Gibraltar to Falmouth, 119—whole homeward voyage 13 days 9 hours. In this vessel (built by Messrs. Wilson and Co.) the engines are by Fawcett and Co., and the furnaces furnished with Shaw's bridges, the whole forming one of the most perfect specimens of a steam-ship that has yet been brought into service.

CANALS AND RAILROADS.—At the annual meeting of the committee of management of the Kennet and Avon Canal Navigation, lately held at Marlborough, it was stated, that the net income of the company considerably exceeded that of the preceding year, and was greater than has been produced by any year since the completion of the canal.—*Wilts Independent.*—[This canal company expended large sums in strenuously opposing the Great Western Railway Act, and all its managers loudly predicted the total destruction of their property from the establishment of a railway on the same line.

ORIGIN OF JOINT-STOCK BANKS.—The *Newcastle Courant* says, that these institutions may date their rise from that town. "In 1822, a pamphlet was published at this office, which made the English public acquainted, for the first time, with the principle and merits of joint-stock banking. In consequence of the success of this pamphlet, the author was induced to leave this town, and proceed to the metropolis, to devise the proper means for giving practical effect to his views, and, by a series of efforts, finally laid the foundation of this great improvement in our monetary system."

NATIVE MINERAL PAINT.—In the process of sinking a shaft in search of coal, on the Shane's Castle estate of Earl O'Neill, in this county, a substance has been found (and of which an extensive stratum has been traced) applicable for use as a mineral paint. It occurs at a place called Dunrankin, and can be raised in large quantities ready for use, by merely grinding in oil, which it does perfectly smooth, of good body, and of a bright reddish-brown. A gentleman, to whom specimens have been submitted, states it to be an ochreous earth, two-thirds oxide of iron, and one-third alumina; that for common out-door painting, as houses, gates, and carts, it is particularly applicable, and may be used for floor and oil-cloth, paper-staining, &c., also ornamental imitations of woods, of which his lordship has a variety of tablets, prepared, which have a very good effect, as well as his coat of arms, in the style of coach panelling, which probably no nobleman or gentleman in Ireland possesses from paint raised on his own estate. With gum-water it has also been tried as a water-colour for mapping.—*Belfast Chronicle.*

DEPTH OF THE OCEAN.—In the late voyage of discovery by the French ship, the *Venus*, the sea was attempted to be sounded by the lead and line in latitude 57 deg. south, and 85 deg. 7 min. west longitude from Paris, that is a few hundred miles to the east of Drake's Islands, south-west of Cape Horn, and at a depth of 4000 metres, or 4370 yards, or near two and a half miles, no bottom was found. The weather was serene, and perfectly favourable, and it is said that the hauling in of the lead took sixty sailors upwards of two hours. In another place in the Pacific Ocean, latitude 4 deg. 32 min. north, and longitude 136 deg. 56 min. west of Paris, no bottom was found at the depth of 3790 metres.

REGULATION OF RAILWAYS.

Lord Seymour's Act for the regulation of railways, and the protection of the public, came into operation on Saturday last. The Board of Trade are entrusted with the regulation of all railways; and no line in future, or any portion of a line, can be opened, without a month's notice in writing being given to the committee of the board, who are authorised to make all bye-laws. An "inspector of railways" will be appointed, and have power to examine the works, trains, &c. used, for the safety of the public. Penalties of 20*l.*, to be recovered for an infringement of any directions of the Board of Trade. Any person wilfully obstructing any of the officers of a railway can, under this Act, be taken into custody without a warrant, and be fined any sum not exceeding 20*l.*, and in default of payment committed to prison. The most important provision for the protection of the public is the 13th section. By that section it is enacted, that any officer or agent of a company, or any special constable duly appointed, may seize and detain without warrant any engine-driver or other servant in the employ of a company, found drunk while employed on the railway, or violating any of the bye-laws, or wilfully, maliciously, doing, or neglecting anything, whereby the life or limb of any person may be endangered; and in such cases a magistrate is authorised to fine or commit the offender, with or without hard labour, for a period not exceeding two calendar months. This clause, it is expected, will prove highly beneficial; engineers will be cautious of the responsibility they undertake, or it may induce directors to appoint scientific men to regulate the engines, and protect the public from careless or ignorant persons.

NEW RAILWAY TO THE NORTH.—A new line of railway is about to be submitted to the public, commencing at Broxbourne, upon the Northern and Eastern Railway, and passing through Bedford and Market Harborough to Leicester; thence across to Tamworth by the proposed Trent Valley line, for the Liverpool, Chester, Irish, and Scotch traffic, and along the Midland Counties to Derby; and thence by the Churnet Valley for the Manchester traffic.

MIDLAND COUNTIES RAILWAY.—The directors have this week introduced new carriages, which will greatly add to the ease of railway travelling on this line. It has hitherto been a subject of complaint with passengers on almost every line of railway that the carriages rocked and jolted like stage-coaches on a bad road. By some this was supposed to be occasioned by the imperfect state of the line; by others, that the fault was with the vehicle in which they were travelling. The directors of the Midland Counties Railway, inclining to the latter supposition, have caused carriages to be made at their own manufactory, suspended by leather braces, instead of iron, for the purpose of obviating the inconvenience, and this has been found to be a decided improvement. The new carriages are painted like the old mails, and look well. The middle portion is for first-class passengers, and the other for second-class.—*Leicester Chronicle.*

PRODUCE AND BUSINESS IN THE UNITED STATES,

FOR THE YEARS

	1836.	1837.	1838.	1839.	1840.
Cotton	$67,000,000	68,000,000	86,000,000	65,000,000	100,000,000
Bread stuffs	160,000,000	200,000,000	231,000,000	294,000,000	375,000,000
Tobacco	10,000,000	12,000,000	11,000,000	10,000,000	14,000,000
Rice	3,000,000	2,500,000	3,000,000	3,000,000	3,500,000
Other produce	40,000,000	45,000,000	56,000,000	70,000,000	100,000,000
Manufactures	210,000,000	170,000,000	200,000,000	180,000,000	120,000,000
Total	$490,000,000	597,500,000	585,000,000	722,000,000	862,500,000
Exports	128,663,040	117,419,376	108,486,616	121,028,416	150,000,000
Imports	189,980,035	140,989,277	113,717,404	162,092,132	100,000,000
Total	$318,643,075	258,408,653	222,204,020	283,120,548	250,000,000
Tonnage	1,852,102	1,896,685	1,8[illegible]3,607	1,987,796	2,100,000

PURCHASES OF COPPER ORES AT REDRUTH.

OCTOBER 8.

Purchasers.	Mines.	Tons.	Total.	Price. £ s. d.	Each Parcel. £ s. d.	Total amount. £ s. d.
MINES ROYAL 1. Co.	Wheal Prosper	64		9 3 6	587 4 0	
—	Whl. Unity Wood	22½		8 3 6	185 6 0	
—	Providence Mine	22		15 17 6	349 5 0	
—	Cudlip's Ore	25		9 11 6	239 7 6	
			133½			1361 2 6
2. ENGLISH COPPER CO.	Carnbrea	32		8 3 6	261 12 0	
	....	17½		4 17 0	84 17 6	
—	Whl. Unity Wood	22½		8 3 6	185 6 0	
			72			531 15 6
3. VIVIAN and SONS.	Carnbrea	114		6 12 6	755 5 0	
	...	96		6 4 0	595 4 0	
—	....	68		12 18 6	878 18 0	
—	...	67		3 1 0	204 7 0	
—	....	40		6 2 0	244 0 0	
—	Wheal Prosper	74		3 12 6	268 5 0	
—	Whl. Friendship	31		2 11 6	82 8 0	
—	Whl. Darlington	53		4 15 0	251 15 0	
—	FoweyConsols	86		6 7 6	548 5 0	
—	Wheal Trewavas	75		3 9 6	260 12 6	
—	Par Consols	40		8 10 6	341 0 0	
—	....	25		11 0 6	305 17 6	
—	Wheal Speed	74		5 7 0	395 18 0	
			864			5211 15 0
4. FREEMAN and Co.	Tincroft	60		4 10 6	271 10 0	
	....	14		6 4 0	86 16 0	
—	Levant	65		6 19 0	451 15 0	
—	....	52		2 12 6	136 10 0	
—	Providence Mine	64		6 1 0	387 4 0	
—	Wheal Julia	68		6 1 6	413 2 0	
—	Wheal Messer	67		7 14 6	517 11 6	
—	Botallack	44		15 11 0	684 4 0	
			434			2408 12 6
5. GRENFELL and Sons.	Wheal Virgin	73		5 16 6	425 4 6	
	....	106		6 17 6	728 15 0	
—	....	27		3 1 6	83 0 6	
			206			1237 0 0
6. SIMS, WILLYAMS, NEVILL, and Co.	Fowey Consols	112		6 7 6	714 0 0	
	Wheal Trewavas	91		8 0 0	728 0 0	
	....	23½		6 1 0	142 3 6	
			226½			1584 3 6
7. WILLIAMS and Co.	Carnbrea	86		6 1 0	532 6 0	
	....	70		11 1 0	773 10 0	
—	....	32		8 3 6	261 12 0	
—	Wheal Prosper	73		9 5 6	677 1 6	
—	Whl. Friendship	101		4 12 0	464 12 0	
—	....	51		6 17 0	349 7 0	
—	Whl. Darlington	121		8 2 6	983 2 6	
—	....	111		8 15 0	971 5 0	
—	....	53		4 15 0	251 15 0	
—	....	40		2 9 0	98 0 0	
—	FoweyConsols	111		6 7 6	707 12 6	
—	....	24		17 3 0	411 12 0	
—	Wheal Trewavas	23½		6 1 0	142 3 6	
—	Tincroft	51		3 5 0	165 15 0	
—	....	40		3 17 0	126 16 0	
—	....	14		6 4 0	86 16 0	
—	Levant	45		26 15 6	1204 17 6	
—	Whl. Unity Wood	22½		8 3 6	185 6 0	
—	Tregothnan	37		7 1 0	260 17 0	
—	Wheal Kitty	20		7 6 6	146 10 0	
			1186			9010 10 6
8. VIVIANS and Co.	Carnbrea	86		6 7 6	548 5 0	
	....	31		7 7 0	226 10 0	
—	....	17½		4 17 0	84 17 6	
—	....	11		16 2 0	117 2 0	
—	Wheal Virgin	26		7 10 6	195 13 0	
—	Levant	18		6 14 6	121 1 0	
—	Whl. Unity Wood	65		5 16 0	377 0 0	
—	....	8		2 4 0	17 10 0	
			280½			1658 12 6
			3349			24464 0 0

SALE OF COPPER ORES AT SWANSEA.

Copper ores for sale October 21.—Knockmahon 96, ditto 92, ditto 67, ditto 61, ditto 68, ditto 64, ditto 41, ditto 18—Cobre 185, ditto 100, ditto 50, ditto 90, ditto 76, ditto 79, ditto 95—Allihies 108, ditto 88, ditto 79—Chili 76, ditto 90, ditto 31, ditto 5, ditto 46, ditto 23—Cuba 63, ditto 62—Laxey 40—Llwyndo 32, ditto 18—Connorree (precipitate) 8.—Total, 1969.

Copper ores for sale October 28.—Cobre 118, ditto 95, ditto 82, ditto 44, ditto 100, ditto 96, ditto 91, ditto 76, ditto 63, ditto 61, ditto 27—Chili 40, ditto 12, ditto 31, ditto 3.—Total, 939.

SALE OF COPPER ORES AT REDRUTH.

There was NO SALE on Thursday last, the 15th instant.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parcels.—Treasvean, 144; Trethellan, 377; Fowey Consols, 363; Duffield Mines, 186; Holmbush, 237; Wheal Lydia and South Towan, 203; Wheal Gorland, 70; Higgins's Ore, 58; North Downs, 15; East Crinnis, 37; Trevool, 29.—Total, 2224.

Copper ores for sale on Thursday week, at Farquharson's Hotel, Truro.—Mines and Parcels.—United Mines, 1291; Consolidated Mines, 174; Halamanegie, 310; Fowey Consols, 267; Treasvean, 219; Trefoil, 204; Godolphin, 191.—Total 2658 tons.

PURCHASES OF COPPER ORES AT SWANSEA,

OCTOBER 7.

Purchasers.	Mines.	Tons.	Total.	Price. £ s. d.	Amount. £ s. d.	Total Amount. £ s. d.
1. ENGLISH COPPER CO.	Cobre	70		21 7 0	1494 10 0	
	....	52		21 16 6	1134 18 0	
—	Chili	95		17 1 6	1622 2 6	
—	....	25		15 14 6	393 2 6	
—	Copiapo	44		20 8 6	898 14 0	
			286			5543 7 0
2. FREEMAN and Co.	Cosheen	46		9 7 0	430 2 0	
	Allihies	124		8 16 0	1091 4 0	
—	....	90		9 11 6	861 15 0	
			260			2383 1 0
3. GRENFELL and Sons.	Knockmahon	..		4 1 6	....	
			116			472 14 0
4. SIMS, WILLYAMS, NEVILL, and Co.	Chili	25		15 14 6	393 2 6	
	Santiago	49		21 16 0	1068 4 0	
	....	73		13 17 6	1012 17 6	
—	Cosheen	80		9 3 6	734 0 0	
—	Tigrony	25		2 2 6	53 2 6	
—	Cronebane	25		2 4 6	55 12 6	
—	Laxey	38		2 5 6	86 9 0	
			315			3403 8 0
5. VIVIAN and SONS.	Cobre	143		12 12 0	1801 16 0	
	...	80		12 12 0	1008 0 0	
—	....	40		12 12 0	504 0 0	
—	.. .	48		25 2 0	1204 16 0	
—	Chili	66		18 7 0	1835 0 0	
—	....	38		17 17 0	678 6 0	
—	Tigrony	26		3 0 0	78 0 0	
—	Connorree	40		2 19 0	118 0 0	
—	Llywidd	47		5 10 0	258 10 0	
			562			7486 8 0
6. WILLIAMS, FOSTER & Co.	Cobre	64		21 19 0	1404 16 0	
	Knockmahon	134		9 18 6	1329 19 0	
—	...	119		11 5 6	1341 14 6	
—	....	100		8 15 0	875 0 0	
—	....	12		8 9 6	101 14 0	
—	Santiago	49		21 16 0	1068 4 0	
—	Copiapo	100		19 11 6	1957 10 0	
—	....	3		40 0 0	120 0 0	
—	Lackamore	73		10 18 0	784 16 0	
—	Connorree	3		31 11 6	94 14 6	
—	Llywidd	6		4 7 0	26 2 0	
			672			9164 10 0
			2261			28393 8 0

METEOROLOGICAL JOURNAL, 1840.

October	Thermometer	Barometer	October	Thermometer	Barometer
Thurs. 8	from 28,5to53	30,14 to 30,18	Monday 12	39 .. 58	30,47 .. 30,50
Friday.. 9	34 .. 55	30,19 .. 30,21	Tuesday 13	32 .. 55	30,48 .. 30,41
Saturd. 10	31 .. 58	30 22 .. 30,24	Wednes. 14	30 .. 55	30,30 .. 30,22
Sunday 11	37 .. 60	30,36 .. 30,37			

Wind, N.W. and W. on the 8th; N. on the 9th, and three following days; S.E. and S.W. on the 13th; and S.W. on the 14th. Except the morning of the 14th, remarkably clear.

Edmonton. CHARLES HENRY ADAMS.

GOLD AND SILVER.

		£	s.	d.
Foreign Gold in Bars (standard)	per oz.	£3	16	0
Foreign Gold in Coin, Spanish Doubloons		0	0	0
.. .. .. 20 Franc pieces		0	0	0
New Dollars		0	4	11
Silver in Bars (standard)		0	5	0¼

FROM THE LONDON GAZETTE,

Tuesday, October 13.

BANKRUPTS.

R. Law, Manchester, banker. [Norris, New-square, Lincoln's Inn.
W. Young, Skipton, Yorkshire, linendraper. [Douglass and Cragg, Verulam-bdgs.
W. C. Bell, Lincoln, maltster. [Hawkins and Co., New Boswell-court.
J. Bevan, Swansea, Glamorganshire, ironmonger. [Clarke and Medcalfe, Lincoln's Inn-fields.

DIVIDENDS.

Nov. 4, T. Fisher, J. Fisher, and M. Simmonds, Ashby-de-la-Zouch, bankers—20, J. Shaw, Bolton-le-Moors, Lancashire, joiner—26, W. Ambrose, Awre, Gloucestershire, timber merchant—4, F. Egerton, Birmingham, wine merchant—5, R. Pearson, Knaresborough, Yorkshire, innkeeper—4, E. B. Buck, Bingham, Nottinghamshire, druggist—6, R. Chissman, Leeds, joiner—16, J. G. Jenkins, Sidmouth, Devonshire, scrivener—6, J. Graham, Manchester, linendraper—5, W. H. Smithers, jun., Brighton, printer—5, J. Moulder, High street, Vauxhall, victualler—5, T. Wright, London, coffin furniture dealer—J. Henderson, Poland street, Oxford-street, carpenter—A. and T. Rivers, Egham, Surrey, brewers—7, H. Harrison, Bruton-street, Hanover-square, builder—5, J. Robins and C. Williams, London-wall, carriers—C. Rich, Brighton, innkeeper—W. Earle, Castle-street, Long acre, black coachmaster—R. H. Evans, Pall-mall, bookseller—7, L. H. Cove, Western-wharf, Adelphi, coal merchant—T. Hall, jun., Hackney-road, baker—17, G. Womack, Leeds, cloth merchant—9, J. Hogg and F. Sharpe, Leeds, cloth merchants—7, W. Andrews, Birmingham, cabinet maker—N. Vyse, Nathurst, Warwickshire, farmer—17, M. Broadbent, Saddleworth, Yorkshire, woollen clothier—4, J. Jackson, Liverpool, timber dealer—5, S. Fox, Manchester, corn dealer.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before November 3.

J. Coulbourn, Manchester, tailor—J. T. Trangman, Brighton, tea dealer—J. Allen, Macclesfield, banker—H. Allen, Macclesfield, banker—J. W. and H. Barton, Manchester, cotton spinners—J. Hudson, Gloucester, coal merchant—E. B. Buck, Bingham, Nottinghamshire, druggist—W. H. Griffith, Shrewsbury, wharfinger.

Friday, October 16.

INSOLVENT.

Oct. 14.—James Dawkins, West-green, Tottenham, cattle dealer.

BANKRUPTCY ENLARGED.

Armitstead Sedgwick, Macclesfield, ironmonger, from Oct. 20 to Nov. 6.

BANKRUPTS.

H. Channon, Bruton-street, Berkeley-square, haberdasher. [Newton and Rutter, Ely-place, Holborn.
G. Simmonds, Bear-yard, Lincoln's Inn-fields, builder. [Collier and Co., Carey-st.
J. Brown and G. Monkin, Walsall, Staffordshire, ale merchants. [Rushworth, Staple Inn.
R. Hancock, Bath, brush manufacturer. [Frankham and Dixon, Basinghall-street.
W. Hancock, Bath, brush maker. [Frankham and Co., Basinghall street.
C. B. Widgery, Bristol, leather seller. [Bicknell and Co., Lincoln's Inn-fields.
W. Birch, Birmingham, builder. [Adlington and Co., Bedford-row.
S. Bradwell, Manchester, fustian manufacturer. [Adlington & Co., Bedford-row.
J. Hedley, Morpeth, chemist and druggist. [Lowrey, Crosby hall chambers.
H. Nicholson, Canterbury, & T. Baynes, Whitstable, Kent, coal merchants. [Taylor, Sharp, Field, and Jackson, Bedford row.

DIVIDENDS.

Nov. 14, W. Wright, Cutler-street, Houndsditch, clothes dealer—T. Fitch, Leadenhall street, cheesemonger—J. C. Harman, Charles street, Middlesex Hospital, coachmaker—17, D. King, Eltham, Kent, surgeon—R. Hunt, Sandling Mills, Kent, paper manufacturer—G. and S. Beauchamp, Gravesend, boat builders—9, T. Dann, Reigate, Surrey, merchant—J. Malcolm, Berwick street, Soho, licensed victualler—J. Bray, Manchester, cotton yarn dealer—J. Smith, Manchester, commission agent—11, T. Lloyd, Market Deeping, Lincolnshire, grocer—11, W. James, Beaufort Ironworks, Brecknockshire, general shopkeeper—9, E. Topham, Manchester, woollen merchant—J. Whittingham, Liverpool, grocer—J. W. and H. Barton, Manchester, cotton spinners—6, W. Partington, Leeds, woollen cloth manufacturer—J. Booth, Rawdon, Yorkshire, clothier—5, W. Ion, Pontypool, Monmouthshire, draper—10, J. Andrew, Manchester, merchant—E. A. Lucas, Hayfield, Derbyshire, calico printer—27, J. Miller, Bristol, nurseryman—9, W. Marsden, Manchester, yarn merchant—10, R. F. Brown and W. Eccleston, Liverpool, merchants.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Nov. 6.

C. J. Grace and E. Grace, Cross-lane, St. Mary at Hill, coal factors—N. Hackney, Burslem, Staffordshire, earthenware manufacturer—W. W. Booth, Hanley, Staffordshire, colour manufacturer—A. Howard, Portwood, Cheshire, cotton spinner—G. Long, Croydon, coal merchant—T. Raine, Highgate, perfumer—R. Hunt, Sandling Mills, Kent, paper manufacturer—J. Frost, Basinghall-street, innkeeper.

COAL MARKET, LONDON.

MONDAY.

Price of coals per ton at the close of the market:—Adair's 16—Blaydon Main 17—Beddie's West Hartley 19—Holywell Main 19 3—Pontop Windsor 17 6—Russell's High Main 19—West Hartley 20—Wylam 19 6—Wall's End Clennell 19—Gosforth 22 9—H Agnes 21 6—Killingworth 21 6—Riddell's 22 6—Belmont 23 3—Braddyll's Hetton 23 6—Hetton 24—Lambton 24 3—Lyon's 22 9—Pemberton 22 6—Russell's Hetton 24—Stewart's 24 6—Hartlepool 24 3—Kelloe 24—Tennant's Hartlepool 24—Barrett 22 6—Evenwood 21 6—Seymour Tees 21 9—South Durham 22 9—Tees 23—Anthracite 28—Howard's Netherton Main 17 6—Elgin 16—Cragg Head Steam 17.—Ships arrived, 58.

WEDNESDAY.

Adair's 17 9—Blaydon Main 17—Holywell Main 19 3—Ord's Redheugh 17 6—Pontop Windsor 17 6—Tanfield Moor, Bute's, 17 9—Townley 19—Wylam 19 6—Wall's End Bewicke and Co. 22 9—Gosforth 22 9—Heaton 21 9—Hotspur 21 6—Killingworth 22 6—Newmarch 22—Riddell's 22 6—Braddyll's Hetton 24—Haswell 24—Hetton 24—Lambton 24—Lyon's 23—Stewart's 24 3—Whitwell 23 3—Caradoc Hartlepool 24—Kelloe 23 9—Adelaide 24—Brown's Deanery 21 6—Evenwood 21 9—Gordon 21 3—Seymour Tees 23—Tees 23 9—Tees, Tanfield, 16—Hartley 20—Hartley's New Main 19—W. E. Elgin 16—Cragg Head Steam 17.—Ships arrived, 41.

FRIDAY.

Adair's 16—Bell Robson's Hartley 17 6—Beddie's West Hartley 19—Chester 16 9—Carr's Hartley 19—Holywell Main 19 6—Original Windsor's Pontop 16 9—Pontop Windsor 17 6—Townley 18—Wylam 19 6—Wall's End Bewicke and Co. 22—Brown's 21 6—Gosforth 23—Hilda 22 6—Killingworth 21 6—Braddyll's Hetton 24—Haswell 24—Hetton 24—Lambton 24—Lyon's 23—Russell's Hetton 24—Stewart's 24 3—Whitwell 23 6—Hartlepool 24 3—Barrington Tees 22 3—South Durham 23—Tees 23 9—Tees Hetton 21—Blyth 15 6—Cowpen 16—Howard's Netherton Main 17—Cragg Head Steam 17.—Ships arrived, 46.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 7 per Cent.	...	166½ 6	166½ 5½	165½ 5	164½	164½ 4
3 per Cent. Red. Anns.	....	86½ ¾	86½ 6¾	86¾ ¾	86¾ ⅞	86½ ¾
3 per Cent. Consols	86⅞ 7¼	87⅛ ¾	86⅞ 7⅛	87⅛ ¾	87⅛ 6⅞	86⅞ 7⅛
3½ per Cent. Anns. 1818.	....	....	94⅞	95⅛ ¼	95¼ 5	...
3 per Cent. Anns. 1726.	....	....		....	....	.
3½ per Cent. Red. Anns.	95½ ⅛	95 5½	94½ 5¼	95⅛ ⅛	95¼ 5	95⅛ ⅛
New 3½ per Cent. Anns.	96⅞ ⅛	97 6¾	96 6¾	97 6⅞	96⅛ 6	96⅛ ⅞
New 5 per Cent.	.	....	...	....	...	....
Long Anns. 1860.	....	12⅞	12⅞	12⅞	12⅞	12⅞
Anns. for 30 Years 1859.	....	....	12⅞	12⅞	12⅞	12⅞
Ditto 1860.	13	....	....	13½ 13	....	13
India Stock, 10½ per Cent.	....	244½	245½	...	244½ 5½	...
South Sea Stock, 3½ per Cent.	....	....	...	....	....	...
Ditto Old Ann. 3 per Cent.	....	....	....	....	....	86⅞
Ditto New Ann. 3 per Cent.	.. .	.. .	....	...	....	86⅞
3 per Cent. Anns. 1751	....	....	.. .	.	....	....
India Bonds, 3 per Cent.	15 12 dis	12 dis	12 14 dis	10 14 dis	14 10 dis	14 13 dis
Exchequer Bills, £1000. 2½d	2 pm	2 pm	1 pm	2 5pm	3 5pm	2 4pm
Ditto £500.	1 3	1 3	3 1	2 5	6 3	2 4
Ditto Small.	3 1	3 1	1 4	2 5	4 6	3 5
Ditto Advertised.	...	...	...	...	...	...
3 p. Cent. Cons. for Act. Nov. 26	87⅛ 6⅞	87⅛ ⅛	86⅞ 7⅛	86⅞ 7⅛	87⅛ 6⅞	87⅛ ⅛
Bank Stock for Op. Oct. 16	166	.. .	165½	166 5½	.. .	...
India Stock for Ac. Nov. 26	....	....	....	....	...	...

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.	OPEN.
Bank Stock	Thursday, Sept. 3, 1840.	Friday, Oct. 16.
3 per Cent. Reduced	Wednesday ,, 2	Wednesday ,, 21.
3½ per Cent., 1818	Tuesday ,, 1	Tuesday ,, 27.
3½ per Cent. Reduced	Friday ,, 4	Friday ,, 16.
Long Annuities	Saturday, Aug. 29	Saturday ,, 24.
Ditto for Terms of years	Tuesday, Sept. 8	Saturday ,, 17.
Old South Sea Stock	Friday ,, 4	Friday ,, 16.

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	....	....	105	...	....	...
Belgian, 5 per Cent.	....	....	....	....	....	....
Brazilian	74	...	74½	73	73½ 4	72⅞ 3½
Ditto, 1839	....	....	....	....	....	....
Buenos Ayres, 6 per Cent.	....	....	....	....	....	15
Cuba, 6 per Cent.	....	....	....	....	...	...
Chilian, 6 per Cent.	....	....	....	....	....	....
Colombian, 6 per Cent.	....	....	....	....	....	....
Ditto, 1824, ditto	21⅞ 2	21⅞	.. .	22½	....	21⅞ ⅛
Danish, 3 per Cent.	...	73½	...	....	73½ 3	72½ ¾
Mexican, 5 per Cent.	25½ 6	26½	....	...	....	26¼
Ditto, deferred do.	....	.. .	...	8½ 8	8½ ⅛	8⅞
Ditto, 1825, 6 per Cent.	....	....	....	....	....	....
Ditto, def. do. 6 per Cent.	....	....	....	....	....	....
Ditto 5 p. Ct. Consol., 1837	....	....	....	....	....	....
Ditto Deferred	....	....	....	....	....	....
Neapolitan, 5 per Cent, 1824	...	....	....	....	....	....
Peruvian, 6 per Cent.	14	....	....	....	....	....
Portuguese, 5 per Cent.	....	....	....	....	66	....
Ditto, New 5 per Cent.	32⅛	32⅞ 1⅞	32½	32	31½ 2	32⅞ ⅛
Ditto, 1837, 5 per Cent.	...	....	....	....	30½	....
Ditto, 3 per Cent.	21	21½ 1	.. .	21	.. .	21½ ⅛
Russian, 1822, 5 per Cent.	108 9	....	....	....	....	109½
Spanish, 5 per Cent. Consols	21⅛ 2⅛	21⅛	21⅛ ⅛	22⅛ 1⅛	21⅛ ⅛ ⅛	21⅞ 2⅛
Ditto, passive	....	....	....	5⅛	5⅛	.. .
Ditto, deferred	....	....	....	10⅞	10⅛	10⅞
Dutch, 2½ per Cent.	49 ⅛	49 8⅞	48⅞ 9⅛	49⅛ ⅛	49⅛ 8⅞	49⅞ 50
Ditto, 5 per Cent.	94⅛ 4	94⅛ ⅛	94⅛ ¼	94⅞	93⅞ 4	94⅛ ⅛
Ditto, 5 New, 1837	....	....	.. .	90½	....	. .

FRENCH FUNDS.

	PARIS Oct. 9.	Oct. 10.	Oct. 12.	Oct. 13.	Oct. 14.	LONDON, Oct. 13.	Oct. 14.
5 per Cent. Ann.	102f. 25c.	104f. 1 c.	106f. 15c.	106f. 0c.	106f. 0c.	103f. 0c.	104f. 0c.
Ex. on Lond. 1 mth.	24f. 90c.	24f. 9 c.	24f. 95c.	24f. 95c.	24f. 9 c.	25f. 40c.	25f. 40c.
ditto 3 mhs.	24f. 75c.	24f. 70c.	24f. 75c.	24f. 70c.	24f. 72½c.	....	....
4½ per Cent. Ann. Exchange	96f. 50c.	95f. 50c.	97f.	98f. 0c.	97f. 0c.	...	....
4 per Cent. Ann. Exchange	91f. 50c.	90f.	91f. 50c.	92f. 50c.	91f. 50c.	...	....
3 per cent. Exchange	67f. 50c.	65f. 5c.	71f. 85c.	72f. 20c.	72f. 20c.	68f. 70f. 25f. 40c.	70f. 71f. 25f. 40c.
Bank Shares	2650f.	2625f.	2875f.	2875f.	2850f.	....	. ..

IRISH FUNDS,

Oct. 15, 1840.

Bank Stock	171	Royal Canal Stock				—
Government Debentures 3½ per ct.	88⅛	Patriotic Insurance	10	0	0	7⅞
Ditto Stock 3½ per ct.	96⅛	Provin. Bank of Ireland	25	0	0	45
Ditto New 3½ per ct.	96⅛	Hibernian Bank	25	0	0	25½
Ditto ditto, reduced 4 per ct.	—	Grand Canal Stock				—
Consols 3 per ct.	86⅞	Mining Co. of Ireland	7	0	0	15½
City Debentures 4 per ct.	57⅞	City of Dublin Steam Co.	100	0	0	116½
Exchequer Bills 2d per diem par.		Kingstown Railway	100	0	0	4⅞

AMERICAN FUNDS.

Redeemable		London		Redeemable	London	
New York 5	1855	85½	93 94	Louisiana 5 1844, 7, 50, 2	87	—
..	1858	—	—	Mississipi .. 6 1861, 6, 71	—	—
..	1860	—	95	INCORPORATED BANKS. Per Cent.		
Pennsylva. 5	1854	8½	—	United States 8 1866	14	65
..	1856	—	—	Louisiana State.. 10 1870	—	—
..	1858	82½ 3½	99	Bank of Louisiana 8 1870	—	—
..	1860, 62	—	—	N. Orleans, Canal & B. Co.	—	—
..	1864	83½	—	City Bank	—	—
Maryland 5	1888	82	90	New York Life and Trust 5	—	—
Ohio 6	1856, 60	90 91	—	Tenessee Planters 9	—	—
South Carolina 5	1866	—	—	Mississippi.. 10	—	—
Tennessee 6	1868	88 4	—			
Virginia 6	1857	88	—	Exchange at New York	—	108½

COURSE OF EXCHANGE.

FRIDAY, Oct. 16, 1840.

	Prices printed	Prices negotiated on 'Change			Prices Printed.	Prices negotiated on 'Change	
Amsterdam	12 4⅛	12 1⅛	12 1⅞	Barcelona	36	—	—
Ditto at Sight	12 1⅛	11 19	11 12½	Seville	36	—	—
Rotterdam	12 5	12 1⅞	12 2	Gibraltar p. ñ. d.	48	—	—
Antwerp	12 4	12 1⅞	12 1½	Leghorn	30 25	30 12½	30 15
Hamburgh Mrs. B.	13 10	13 7½	13 7⅞	Genoa	25 65	25 35	25 37½
Altona	12 10½	—	—	Milan	31	—	—
Paris, 3 days' sight	25 25	25 10	25 15	Venice, p. ñ. A. L.	47	—	—
Ditto	25 50	25 35	25 40	Naples	40½	40⅞	41
Marseilles	25 55	25 35	—	Palermo	121½ oz.	120½	—
Bordeaux	25 55	—	—	Messina	122½	120	—
Frankfort on Main	148⅞	148	148⅞	Lisbon	52½	52⅞	—
Petersburg p. ruble	37	—	—	Oporto	52½	51	—
Berlin .. cur. doll.	7	—	—	Rio Janeiro	27½	—	—
Vienna eff. flo.	10 2	9 59	10 1	Bahia	27	—	—
Trieste ditto	10 3	10 1	10 11	Buenos Ayres	—	—	—
Madrid	36	36⅞	36⅞	Madras	—	—	—
Cadiz	36	36½	36⅞	New York	40½	—	—
Bilboa	36	—	—	Philadelphia	48	—	—

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS

	3 & 4		5 & 6			3 & 4		5 & 6	
Common iron, per cwt.	8s	7d	8s	9d	Iron wire sieves, each	2s	9	2s	9d
Half-inch square ditto	10	6	9	9	Iron wire work, per foot	[illegible]		[illegible]	6
Best tough whim chain	25	0	29	0	Board nails, per cwt	13	6	12	6
Boiler plates	14	0	15	0	Half-board ditto, per 1000	5	0	5	9
Hoop iron	15	6	12	0	Hatch ditto	3	9	3	8
Nail rods	14	6	11	0	Half hatch ditto	3	0	3	0
Miners' shovels	32	0	32	0	Linseed oil, per gallon	2	9	1	8
Charcoal iron	14	6	14	6	Rape ditto	3	6	[illegible]	6
Gunpowder, per 100 lbs.	40	0	40	0	Birch, per foot	2	6	2	6
Leather, per lb.	1	10	1	10	Pine	1	6	1	6
Coals, per ton, at quay	16	0	18	0	Sheet lead, per cwt.	22	0	22	0
Candles, per dozen lbs.	5	6	5	9	Barrow heads	11	6	11	6
Tallow, per cwt.	50	0	51	0	H 2 steel (112 lbs.)	52	0	52	0
Ropes	53	0	53	6	3s. nails	17	6	17	6
Flat ropes	42	0	40	0	Pick hilts	1	3	1	4
Hemp	0	5	0	5	Shovel hilts	2	0	1	9
White yarn, per cwt.	37	0	37	0	White ground lead	28	0	23	0
White rope	38	0	38	0	Red lead	24	0	24	0
Brass wire sieves, each	5	3	5	7	Best rolled iron	11	6	11	6
Ditto machine	15	0	15	0	Blistered steel	42	0	40	0

, The figures at the tops of the columns refer to months—as May 3, June 4, &c.

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, for the week ending October 23.

	Sat.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday
Morning	5 31	6 40	8 7	9 40	10 16	—	0 29
Afternoon	6 0	7 22	8 54	10 28	11 30	0 0	0 30

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
500	Anglesey	100	5	10	8	8 10
1,800	Arigna Iron & Coal Co.	50	34	9½	9½	9½
4,000	Bissoe Bridge	5	5	2	1½	2
8,000	Blaenavon	50	45	40	40	40
20,000	British Iron	100	50	..	..	—
512	Beam	..	8	10	10	10
100	Copper Bottom	..	41	30	30	30
2,000	Cornubian Lead Co.	..	3½	2	1½	1½
6,000	Cornwall Great United	12	10½	1½	1	1½
1,000	Cuddra	10	10	7	6	6
5,000	Dartmoor Consols	5	5	1	1	1
10,000	DurhamCountyCoalCo.	50	37	..	..	—
2,000	Danescombe	..	..	..	..	—
2,000	De Dunstanville	..	..	.	.	—
1,000	Duffield	.	30	9½	8	8
2,000	East Cornwall Tin, &c.	6	6	2	2	2
1,200	East Mulberry Hills	3½	3½	1	1	1
4,000	English	25	12½	1	½	1
3,200	Great Wh. Prosper	25	7½	6½	6½	6½
4,000	Great Wh. Charlotte	3	3	1½	1¼	1¼ ½
2,000	Gernick	.	..	½	½	½
1,000	Harrowbarrow	..	..	.	..	—
10,000	Hibernian	50	12½	4	3½	3½ ½
1,000	Holmbush	100	4	43	43	43
2,000	Isle of Serk (Guernsey)	..	9	11½	11½	11½
630	Llwyndylisa	..	5	..	..	—
20,000	Mining Co. of Ireland	25	7	15½	15	15
6,000	Perran Consols	4½	4½	1	1	1
6,000	Polbreen	5	4	1	1	1
2,000	Relistian	..	..	5	4½	4½ 5
5,000	Redmoor Consolidated	5	5	1½	1	1½
10,000	Rhymney Iron	50	50	40	40	40
800	South Towan	10	10	2	1½	1½
Pro. 3,600	Talacre	50	5	..	..	—
Con 2,000	Talacre	6	1	..	..	—
4,000	Tregollan	5	4	½	½	½
4,000	Treleigh Consols	5	4½	1½	1½	1½
4,505	Tamar Consols	5	3	2½	2	2
6,000	Tin Croft	10	6½	4	3½	4
198	Trevaskus	..	60	45	45	45
4,300	Tretoil	.	1½	3	2½	2½ 3
4,000	United Hills	5	5	7	6½	6½
3,300	West Cork	50	50	..	..	—
5,000	Wh. Harm. & Montague	10	10	½	½	½
6,000	Wicklow Copper	5	5	8	8	8
3,820	West Wheal Jewel	8	8	4½	4½	4½
5,000	Wheal Sisters	..	4	½	½	½
1,000	Wheal Julia	..	..	20	20	20
8,300	Wheal Leeds	2½	..	..	..	—

FOREIGN MINES.

5,000	Alten Mining Company	15	12½	10½	10½	10½
0,000	Anglo Mexican Co.	100	100	4	1½	1½
5,374	Do. Subscription	25	25	1½	1½	1½
2,000	Bolanos	150	150	35	35	35
	Ditto Scrip	..	25	20½	20	20
10,000	Brazilian Imperial	35	20	14	14	14
10,000	Bolivar	20	20	½	½	½
10,000	Ditto Scrip	10	10	2	2	2
10,000	Cata Branca } Brazilian	10	6½	9	9	8½
10,000	Conceiçao.. } Co.	10	4	..	..	—
10,000	Candonga Mining Co.	20	7½	..	..	—
	Ditto registered	20	7½	..	..	—
12,000	Cobre Copper Company	40	40	32	1	31
8,500	Colombian Co. regis.	55	55	5	5	5
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13	9½	9½	9½
20,000	General Mining Association	20	18	6	6	6
5,351	Mexican Company	60	36½	2½	2½	2½
12,000	Mocaubas and Cocaes	25	25	8	8	8
5,000	Minas Geraes	20	12	..	..	—
2,000	New Granada	10	10	..	..	—
14,582	{ Real del Monte, regis.	44	36½	2	2	2
	{ Do. unregistered	54½	..	3	3	3
	Ditto Loan Notes	150	50	60	6	160
2,500	Rio de Anori	..	3½	.	..	—
7,000	Royal Santiago	65	10	15	14	15
11,000	St. John d'el Rey	20	14½	2½	2½	2½
40,000	United Mexican	40	40	4	3	3
	Black Scrip, addl capital	14	5	4½	4	4
	Red New Scrip	5	5	6½	6½	6½
14,000	Zacatecas Mining Co	5	5	..	..	—

RAILWAYS.

2,500	Aylesbury	20	20	..	..	—	
6,300	Birmingham and Derby	100	100	70	70	69½	
9,500	Birming. & Gloucester	100	80	73	73	73	
7,500	Birm. Brist. & Th. Junc.	20	20	4½	4½	4½	
660	Bolton and Leigh	100	100	60	60	60	
641	Ditto ½ Shares	25	25	..	..	—	
15,000	Bristol and Exeter	100	50	26	25½	26	5½
350	Cheltenham	100	100	1½	1½	1½	
5,000	Chester & Birkenhead	50	50	50½	50½	50½	
	Do. ½ Shares	..	..	15	15	15	
5,000	Chester and Crewe	50	45	60½	60½	60½	
7,500	Chelten. & Gt. Western	100	55	22	22	22	
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½	
2,000	Clarence	100	32	25	25	25	
6,000	Dublin and Drogheda	100	15	4	4	4	
	Dublin and Kingstown	100	90	80	80	80	
6,000	Dublin and Kilkenny	100	7½	..	..	—	
800	Durham Junction	100	100	100	100	100	
2,040	Durham & Sunderland	50	50	30	30	30	
	Danube and Maine	..	..	3	30	6	
60,000	Eastern Counties	25	21	9½	9½	9½	½
5,000	Edinb. Leith & Newha.	20	13	13½	13½	13½	
18,000	Edinburgh & Glasgow	50	35	30	29	29	
2,500	Forest of Dean	50	50	40	40	40	
12,500	Glasg., Paisley & Ayrsh.	50	33	32	33	33	
16,000	Glasg., Paisley, & Green.	25	20	19	19	19	
10,400	Grand Junction	100	100	212	212	212	
	Do. ½ Shares	50	50	113	113	113	
	Do. ¼ do.	25	25	60½	60½	60½	
10,000	Great North of England	100	65	57	57	57	
25,000	Great Western	100	65	79	78	78½	9
25,000	Ditto New	50	40	44	43½	43½	4
6,000	Gosport Junction	50	25	32	32	32	
8,000	Gt. Leinster & Munster	100	5	..	½	½	
8,000	Hull and Selby	50	45	45½	45½	45½	
2,000	Hartlepool Dock & Rw.	..	100	14	14	14	
5,000	Lancaster & Preston	50	42½	33½	33½	33½	
7,100	Leeds and Selby	100	100	35½	35½	35½	
2,000	Leicester and Swanning.	50	50	65	65	65	
5,100	Liverpool & Manchester	100	100	193	192	193	
12,071	Do. New Shares	25	25	43½	43	43½	
7,968	Do. ½ do.	50	50	87	87	87½	
24,000	Lond. & Blackwall	25	20	16½	16	16	½
	Do. New	..	..	27½	27½	27½	
20,000	London and Greenwich	20	20	6½	6½	6½	
	Ditto New	..	20	16½	16½	16½	
25,000	London and Birmingh.	100	90	60	50	50	60
25,000	Do. ¼ Shares	25	5	24½	23½	23½	4½
	Do. New	32	24	44	43½	44	3½
24,862	London & Croydon Tr.	20	14½	11½	10½	11	
6,334	Do. Scrip	9	9	12½	12½	12½	
38,000	London & Sth. Western	50	38½	32	31½	31½	2
36,000	London & Brighton	50	35	28½	27½	28½	½
	London Grand Junc.	100	[illegible]	[illegible]	[illegible]	[illegible]	
2,000	Llanelly	100	78	73	73	73	
7,000	Manchester & Sheffield	100	30	8	8	8	
14,000	ManchesterandChester	..	23	..	..	—	
13,000	Manchester and Leeds	100	70	87½	87	87½	7
13,000	Do. (New)	50	25	41	40	41	
10,000	Manchest. South Union	100	5	21½	21½	21½	
1,000	Manchester & Oldham	100	..	..	..	—	
40,000	Manchester & Birming.	70	35	28	28	28	
13	[illegible]	70	7	4½	4	4½	
5,000	Maryport & Carlisle	50	47	7	7	7	
10,000	Midland Counties	100	100	73	73	73	
5,000	Newcastle and Carlisle	100	100	104	104	104	
3,000	Ditto New	25	25	26	26	26	
12,000	North Midland	100	100	80	80	80	
13,000	Ditto (New)	50	40	39	39½	39	8½
12,000	Northern and Eastern	100	30	22	22	22	
8,000	North Union	100	75	82½	82½	82½	
2,000	Preston and Wyre	50	50	65	65	65	
6,000	Ditto (New)	20	15	..	..	—	
1,500	Stanhope and Tyne	100	100	..	..	—	
1,000	Stockton & Darlington	100	100	273	273	273	
1,000	Do. ½ Shares	50	50	..	..	—	
3,000	South Durham	50	20	..	..	—	
4,000	Sheffield & Rotherham	25	25	..	..	—	
20,000	South Eastern	50	25	6	3½	6	
3,000	Taff Vale	100	65	55	55	55	
2,000	Warrington & Newton	100	100	..	..	—	
5,000	Wandsw. Croydon	50	7	½	½	½	
1,000	West Durham	100	8½	9	9	9	
6,000	York & North Midland	50	50	68	68	68	

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	NAME OF COMPANY	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present price.
10,000	Anglo Mexican Mint	10	10	10½	10½	10
10,000	Anti Dry Rot	25	18½	3½	3½	3½
10,000	Asphalte (Claridge)	20	4	1	2	2
10,000	Assam Tea	50	12½	12½	12½	12½
10,000	Australian Agricultur.	100	28½	41	40½	41
8,600	Brit. Rock&PatentSalt	50	35	.	..	—
8,000	Bahia Steam	10	7	½	½	½
2,500	Bitumen Bastenne,&c.	20	3	1	1	1
6,000	Brit. Americ. Land Co.	50	35½	10	10	10
20,000	Brit. Agricu. Loan Co.	100	5	..	..	—
0,000	Canada Company	100	32½	37	34	34
10,000	Canada (Upper) Bonds		.	86½	86½	86½
	City Bonds, div. 4½	..	..	101	100	100½
5,000	Eastern Coast of Central America (Deb.	20	15½	2½	..	—
5,000	Droitwich Patent Salt	25	25	20	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	20	..	.	—
2,700	Equitable Rever. Soc.	100	55	.	..	—
20,000	General Steam Navig.	15	14	26	26	26½
2,100	Hungerford Market	100	100	31½	31½	31½
	Hudson's Bay Stock	100	100	268	268	268
10,000	Irish Waste Land Co.	50	6	½	½	½
8,000	Lond. Rever. Inter. So.	50	10	6	..	—
1,800	London Corn Exchan.	56	37½	..	25	—
8,000	Lond. Caoutchouc Co.	12½	12½	5	5	5
5000	London Cemetery Co.	20	18	18	18	18
50,000	Mexican South Amer.	10	7	3	2	3
	New Corn Ex.	..	37½	20½	20½	20½
	New Brunswick (Land)	..	60	12	12	12
	Rolling & Com. Iron	25	5	6	6	6
10,000	Rio Doce	25	6	½	½	½
2,754	Rever. Interest Society	100	100	119	120	120
2,633	Ditto New	100	100	117	117	117
15,000	Royal Mail Steam-pk.	100	20	15	15	17½
10,000	South Australian	25	17½	21	21	21
	Ship Ow. Towing Co.	10	7½	6½	6½	6½
4,000	Thames Tunnel	50	50	8	8	8
10,000	Van Dieman's Land	100	18½	12½	12½	12½

CANALS.

No. of Shares.	NAME OF COMPANY.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	113	7	Sept.
1,482	Ashby-de-la-Zouch	113	113	71	4	Oct.
720	Barnsley	160	160	275	14	July
1,260	Basingstoke	100	100	55	5	—
1,005	Brecknock & Abergav.	150	150	92	5½	—
8,000	Birming. 1-16th Share	79½	79½	205	10	Dec.
4,000	Do. & Liverpool Junct.	100	100	26½	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	70	3	Aug.
400	Chelmer & Blackwater	100	100	101	5	Jan.
16,000	Carlisle	..	21½	..	..	—
500	Coventry	100	100	760	41	Nov.
1,500	Chesterfield	..	..	..	..	
460	Cromford	100	100	350	27	July
4,546	Croydon	31½	31½	3½	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41½	41½	31	4	—
2,060½	Dudley	100	100	98	4½	Sept.
600	Derby	100	100	136	13	July
3,575½	Ellesmere & Chester	133	133	83	4	Sept.
231	Erewash	100	100	750	62	Oct.
1,297	Forth and Clyde	400	400	650	30	July
11,600	Grand Junction	100	100	130	8	June
2,849½	Grand Union	100	100	26	1½	Oct.
1,500	Grand Surrey	100	100	16	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	10	..	—
600	Glamorganshire	172½	172½	..	13½	Sept.
1,960	Gloucester & Berkley	100	100	..	..	
269	Do. (optional) Notes	60	60	..	..	
749	Grantham	150	150	205	12	May
6,233	Huddersfield	57½	57½	26	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	27	1½	Sept.
11,699½	Lancaster	47½	47½	28	1½	Mar.
2,897½	Leeds and Liverpool	100	100	790	30	Nov.
18½	Leeds & Liverpl. New	80	..	..	16	—
545	Leicester	140	140	150	13½	July
1,897	Leicester & Northam.	83½	83½	73½	5½	Dec.
350	Lisk. and Looe Un.	25	25	..	..	
70	Loughborough	142½	142½	2250	180	July
	Manches., Bol. & Bury	..	78	66½	..	—
2,409	Monmouthshire	100	100	202	10	Dec.
700	Montgomeryshire	100	100	..	4½	Aug.
250	Melton Mowbray	100	100	200	10	July
500	Mersey and Irwell	100	100	560	25	Oct.
3,000	Macclesfield	100	100	46	2½	—
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100	..	..	—
1,786	Oxford	100	100	600	30	Sept.
521	Oakham	130	130	52	2	May
2,400	Peak Forest	78	78	..	4	Dec.
2,520	Portsmouth & Arundel	50	50	..	..	—
21,418	Regent's (or London)	33½	33½	10	8s	July
5,669	Rochdale	85	85	95	6	May
500	Shropshire	125	125	138	8	Dec.
800	Somerset Coal	150	150	180	10	Dec.
36,000	Do. Lock Fund Stock	12½	12½	11½	4½	Dec.
700	Stafford. & Worcester	140	140	..	36	July
500	Shrewsbury	125	125	280	16	Nov.
300	Stourbridge	145	145	296	9	July
3,647	Stratford-on-Avon	79½	79½	58	2	Aug.
200	Stroudwater	150	150	500	26	Nov.
533	Swansea	100	100	265	16	Nov.
3,762	Severn & Wye & Railw.	35	35	44	2½	Sept.
1,300	Thames & Severn blk.	100	100	34	3	June
1,150	Do. Do. red.	100	100	39	3	June
2,600½	Trent & Mersey ¼ Sh.	50	50	..	32½	Dec.
350	Tavistock (mineral)	100	100	..	2	Mar.
8,149	Thames and Medway	19½	19½	2	..	
3,344	Do. New	..	..	..	..	
1,000	1,000½ Warwick & Bir.	100	100	252	18	May
980	Warwick and Napton	100	100	180	15	Nov.
6,000	Worcester & Birming.	78	78	59	4	Aug.
5,000	Wilts and Berks	67½	67½	29	1½	May
800	Wyrley and Essington	125	125	..	6	Jan.
126	Wisbeach	105	105	30	..	—
905	Wey and Arun	110	110	22½	1	May.

ASSURANCE COMPANIES.

2,000	Albion	500	50	75	3½	Dec
50,000	Alliance Brit. & Forei.	100	11	14	6	Oct.
50,000	Do. Marine	100	5	5½	6½	Jan.
24,000	Atlas	50	5	15	½	July
20,000	British Fire	250	50	40	4	Sep.
12,000	British Comercial	50	5	5½	6	Dec.
5,000	Cler. Med. & Gen. Life	100	2½	4½	5	Aug.
4,000	County	100	10	42	3	Dec.
	Crown	50	5	9½	8	Nov.
20,000	Eagle	50	5	5½	½	Oct.
200	Economic Life	1000	250	400	5	Jan.
7,271	European Life	20	20	72	1½	Jan.
50,000	Ditto New	20	2	1½	2s	Jan.
20,000	English & Scotch Law	50	2	2½	..	July
1,000,000	Globe Stock	100	100	121	6	Dec.
20,000	Guardian	100	27½	38½	5	July
7,500	Hercules	100	10	16	7	April
20,000	Hope Life	25	2½	2½	4s	Sep.
30,000	Hope Fire	25	2½	3½	½	Mar.
2,400	Imperial Fire	500	50	135	5	Dec.
7,500	Imperial Life	100	10	10½	½	July
13,453	Indemnity Marine	100	3½	31	5	Sept.
2,020	Kent Fire	50	50	66	3½	Feb.
10,000	Law Life	100	10	30	16s	April
30,000	Minerva Life	20	2	..	4	July
3,000	London Fire	25	12½	19½	½	Sep.
31,000	London, Ship	25	12½	19½	½	Sep.
20,000	Legal & General Life	50	2	3½	..	—
30,000	North British	200	10	20½	5	June
31,000	National Life	100	5	17	8	July
40,000	National Loan Fund	10	2½	3½		—
10,000	Nav., Military & E. I.	25	3	3	4	—
30,000	Palladium Life	50	2	2½	5	Jan.
30,000	Protector Life	..	1	½	4	—
800	Provident Life	100	10	20	½	June
	Phœnix	..	..	190	5	—
100,000	Rock Life	20	2	8½	3s	Oct.
689,220	Royal Exchan. Stock	..	..	203	5	Dec.
	Sun	..	..	210	8½	Dec.
5,000	Universal Life	100	5	8	6½	May
1,500	Union	200	20	125	3½	July
4,000	University Life	100	5	9	5	—
30,000	United Kingdom Life	20	2	..	4	—
30	Westminster Life	1000	1000	..	—	..

PRICES OF SHARES

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
25,000	Agric. & Com. of Irel.	25	10	..	..	—
10,000	Australasia	40	40	58½	8	Jan.
5,000	Ditto (New)	40	40	56½	.	—
10,000	Birmingham Bank.	50	10	23	10	Mar.
500,000	British Linen Co.	100	100	..	8	Dec.
20,000	British North Amer.	50	40	37	6	July
100,000	Commercial Engl.	5	5	5½	7	—
	Commercial London	100	100	100	..	—
20,000	Colonial	100	25	37½	7	Jan.
5,000	Devon and Cornwall	100	25	45	8	—
3,000	Equitable Loan Co.	..	9	10	..	—
10,000	Gloucestershire	50	10	30	10	Feb.
6,000	Hampshire	50	5	9	10	Aug.
10,000	Hibernian	100	25	21	4	—
4,000	Ionian State	25	5	5	..	—
30,000	London & Westmins.	100	20	22½	6	Mar.
3,000	Lancaster	100	20	..	10	Aug.
25,000	Liverpool	100	12½	21½	10	July
60,000	Lond. Joint Stock Co.	50	10	12½	5	July
40,000	London & County	50	10	9	5	Mar.
50,000	Manch. & Liver. Dis.	100	15	11½	7½	—
20,000	Manchester	100	25	27	7	Oct.
25,000	Monm. & Glamorg.	20	10	16	15	Aug.
21,500	Northamptn. Union	25	5	14	14	July
20,000	North & South Wales	20	5	10½	6	—
20,000	Natl. Bank of Ireland	50	17½	15½	5	Aug.
10,000	Nat. Provincl. Engl.	100	35	36½	6	Jan.
10,000	Ditto New	20	10	9½		—
80,000	Nor. & Cnt. B. of Eng.	10	10	3	5	Dec.
10,000	North Wilts	25	5	10½	7	—
20,000	Prov. Bk. of Ireland	100	25	44½	8	July
4,000	Ditto New	10	10	18	8	—
60,000	Union B. of London	50	5	5½	8	—
10,000	Union of Australia	25	20	29½	18	July
10,000	Ditto New	25	5	9½	—	—
20,000	W. of Eng. & S.W. Dis	20	12½	12½	5	—
20,000	Wilts and Dorset	15	8½	8½	6	—

GAS LIGHT AND COKE COMPANIES

10,000	Alliance	10	5	..	7	—
2,500	Bath	20	16	..	½	Sept.
600	Bradford	25	25	.	10	—
5,000	British	40	18	18½	1½	May
5,000	Do. Provincial	20	19	25	1½	Nov.
928	Birmingham	77½	77½	96	5½	July.
2,400	Birm. & Staffordshire	50	50	76½	4	Sept.
600	Brentford	50	50	..	4	April
4,250	Bristol	20	20	19	2	Feb.
2,250	Brighton	20	20	14	3½	Sept.
2,471	Brighton, General	20	20	9½	4½	Nov.
363	Carlisle	25	..	..	..	—
4,000	ContinentalConsolidat.	50	62½	100	6½	July
7,000	Do. New	50	12	25½	7	—
240	Canterbury	50	50	..	6	Jan.
700	Chelmsford	50	50	42	4	Dec.
300	Cheltenham	50	50	.	8	Oct.
1,000	City of London	100	100	..	10	Sept
1,000	Do. New	100	75	150	10	Dec.
800	Coventry	25	25	2½	..	—
200	Derby	50	50	..	..	—
180	Dover	50	50	..	..	—
600	Dudley	20	20	17	5	—
4,500	Edinburgh Coal Gas	25	25	..	..	—
240	Exeter	50	50	..	..	—
4,000	Equitable	50	50	19	3	June
10,000	European	20	15	11½	6	Aug.
4,450	Glasgow	25	25	54	10	—
20,000	Greenwich Railw. Gas	..	1	..	..	—
10,000	Imperial	50	50	57½	5	—
85,000	Do. Bonds	100	100	..	4	—
1,200	Ipswich	..	10	..	..	—
800	Isle of Thanet	25	20	19	5	Aug.
2,350	Independent	30	30	49	6	Oct.
240	Leicester	50	50	..	..	—
750	Leith Coal Gas	20	20	..	..	—
500	Liverpool	242½	242	375	17	—
	Do. N. Gas and Coke	100	100	97	..	—
	Do. (New Do.)	..	60	..	..	—
200	Maidstone	50	50	100	10	Feb.
9,000	Phœnix	50	39	35½	4	June
579	Portsea	..	53	..	..	—
304	Poplar	50	50	..	..	—
1,000	Ratcliff	100	80	63	5	Sept.
480	Rochdale	..	15	..	..	—
	Reigate	..	11	13½	..	—
4,000	South Metropolitan	50	22	..	4	July
1,600	Sheffield	..	16½	..	..	—
1,000	Shrewsbury	..	10	..	..	—
120	Swansea	50	50	..	..	—
9,000	United General	50	47	33½	5	Oct.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	229	1½	Jan.
750	Warrington	20	20	20	1	Oct.
12,000	Westminster Chartered	50	50	58	3	Dec.
6,000	Ditto New	50	10	11½	12s	Dec.
200	Worthing	50	50	..	5	Aug.
800	Yarmouth	—	—	—	—	—

DOCKS.

600,1365	Commercial	100	100	65	3	July
	East and West India Stock	100	100	98	5	Jan.
1,038	East Country	100	100	10	..	—
3,238,310l.5s	10 London.. Stk	..	..	64	3	Dec.
	Ditto Bonds	.	..	100	4	—
2,209	Bristol	147½	147½	75	3½	Oct.
62,324l.	Ditto Notes	..	..	..	5	Nov.
570	Folkestone Harbour	50	50	.	..	—
15,000	Ditto Bonds	..	.	..	5	—
11,000	Grand Collier Docks	50	1	1	..	—
1,352,752	St. Katharine.. Stock	100	100	101	5	Jan.
500,000	Ditto Bonds	..	..	..	4½	Oct.
200,000	Do. Bonds for 10 years	..	..	..	4	Oct.
2,500	Deptford Pier	20	3	11	..	—
7,000	Southampton	50	15	6	..	—

BRIDGES.

1,600	Hammersmith	50	50	22	1	Jan
7,231	Southwark w. new sub.	63½	63½	2½	..	—
1,700	Do. New of 7½ per cent.	50	30	13½	1½	Dec.
5,848	Vauxhall	70½	70½	25	19s	Dec.
5,000	Waterloo	100	100	3	..	—
5,000	Do. old Annuities of 8l.	60	60	20½	22s	Feb.
5,000	Do. new do. of 7l.	40	40	17½	19s 3	Feb.
60,000	Ditto Bonds	..	.	129	5	Feb.

WATER WORKS.

4,000	Birmingham	25	25	27	16s	—
121	Colchester	100	100	..	..	—
4,433	East London	100	100	170	7	Jan.
4,000	Glasgow	50	50	.	.	—
5,500	Grand Junction	41½	46½	66½	2½	Jan.
5,400	Edinburgh Joint Stock	25	25	..	..	—
2,000	Kent	100	100	45	2	Jan.
572	Liverpool Bootle	220	220	320	10	Jan.
1,500	New River Lond. Bridge Water Annuities	..	..	60	2½	Oct.
6,400	Manchester & Salford	100	50	36	2½	Mar.
800	Portsea Island	50	50	..	..	—
700	Portsmouth & Farlington	50	50	21	1	—
4,000	Ramsgate	10	8	10	.	—
1,000	Vauxhall, late So. Lond.	100	100	101	5	Oct.
8,300	West Middlesex	63½	63½	101	4½	Dec.
1,500	York Building Co. L. P.	100	100	35	14½	Oct.

ROADS.

331	Archw. and Kent Tn.	50	50	..	1	1 & 7
300	Barking	100	100	22½	1½	1 & 7
1,050	Commercial	100	100	71	5	1 & 7
2,000	Do. East India Dock Br.	100	100	3	3	1 & 7
492	Great Dover Str.	..	79	..	1½	1 & 7
2,393	Highgate Archway	..	300l. 8	2	1½	—
11,600l.	New North Rd. Stock	100	100	.	.	—

LITERARY INSTITUTIONS.

200	Adelaide Gal. of Science	20		.	.	—
1,000	London, w. Bronze Tick.	75	75	16½	.	—
1,500	London University	100	100	8	..	—
700	Russell	25	25	7	.	—
1,100	King's College	100	100	13½	..	—

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